CYCLE NEWS®

WEST Volume XII : Number 47 2,1975 **50¢**

At Livermore
Roger hurt as Tony D. wins his 2nd Trans-AMA

At Lucerne
PVDR Turkey Shoot: Killer family enduro?

At home
Mike Goodwin: Promotion at a headlong pace

NEWSPAPER

JOHN ULRICH

THE LATEST POOP

BY PAPA WEALEY

Looks like Tom Croft and Rich Eierstedt will leave Honda at the end of the '75 season, with Smith and Karsmakers being retained.

Yamaha's TT500C has been approved for AMA dirt track competition.

For his successful Ohio jump, Evel Knievel used Red Wing suspension. Seven inches of travel in the front, five in the back. Doesn't sound like a lot, but it musta worked.

John Long, of Miami Beach, Florida, was named rider of the meet after capturing the 350 and 750cc events in the Guyana Grand Prix road race. Long headed an American contingent that included Ron Maahs, Richard Chambers, Wil Harding and Gerald Whitehouse. The Americans took the overall team honors as well.

When Pierre Karsmakers races the combined Intermediate/Expert races at Saddleback's Saturday MX, he usually laps Intermediate Lorie Watson, one of SoCal's best lady motocrossers. While lapping Lorie, Pierre usually takes his hand off the bars, pats her on the back, says, "Hi Lorie!" and then roars away.

It takes more than one day to turn a desert racer into a trials rider.

December 7 will be the first of an eight-race series down at Fly-n-Raceway near Indio. The high-point man at the end of the series will win an RM 100 Suzuki. Check Regularly Scheduled Events under First and Third Sundays, or call (714) 328-4512.

The second Annual Trailblazer's Beginner Enduro will happen December 7. In addition to being able to ride 50 miles, you'll also be able to help the U.S. Marines' "Toys for Tots" campaign. Weatherford, Texas is the location. Other important details may be found in the Calendar section.

Mitch Mayes' return to racing is presently set for DRA's 20-Mule Team 200. Mitch, who won this event last year with A.C. Bakken, will again team with A.C.

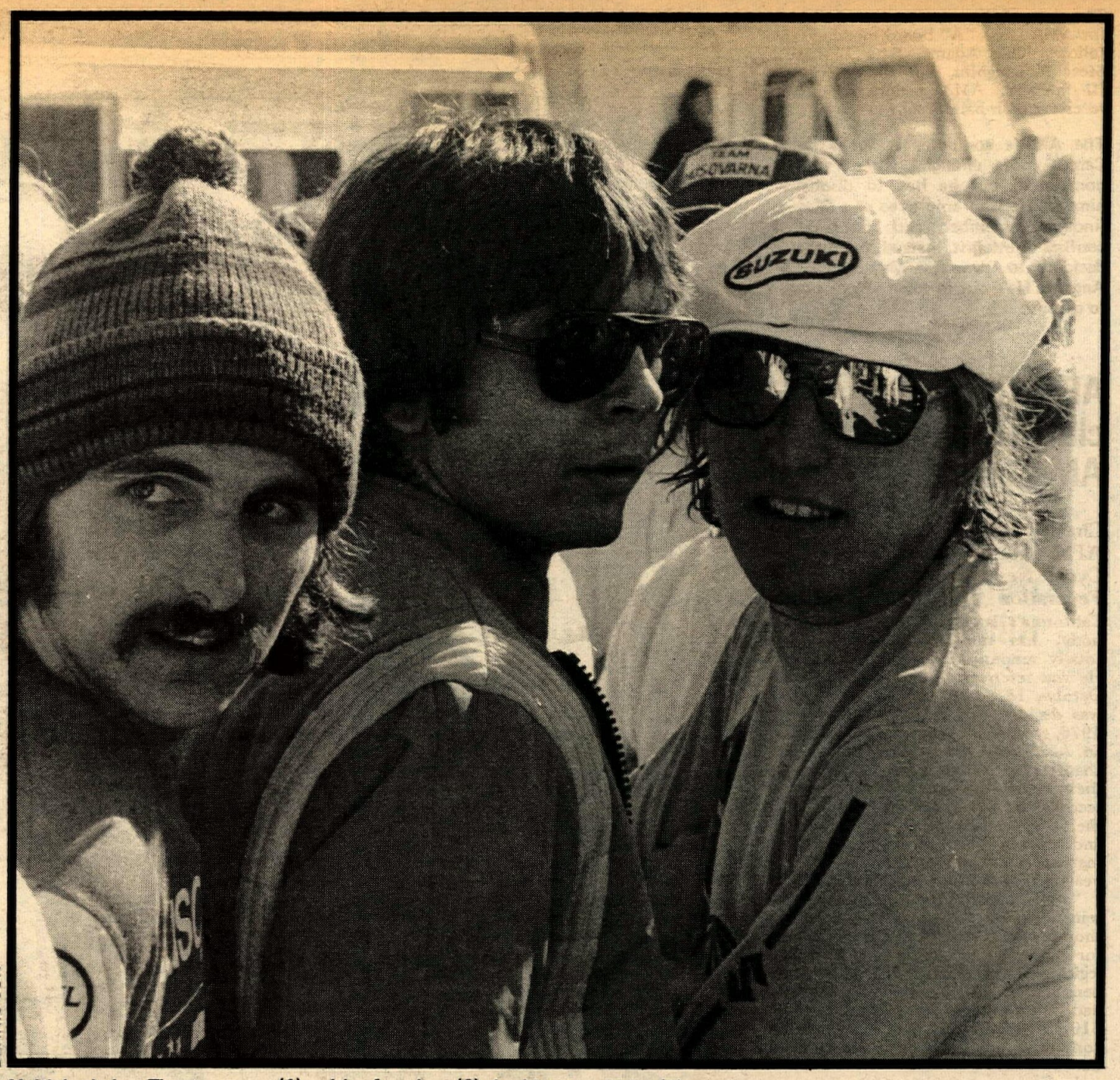
What's a "velodrome?" And who is the "La Mirada Mauler?"

A velodrome is where old Velos go to die; and the La Mirada Mauler appears on All-Star Wrestling in Davenport, Iowa during the off-season.

Kawasaki wins on a Yamaha! Works rider Hiroyuki Kawasaki, on a late monoshock TZ 750, won the Indonesian Grand Prix November 9 before 120,000 people. Regarded by the Japanese as the second most important event to Daytona, the two day race saw the debut of the RG500, a "production" version of Suzuki's dual crank four cylinder Grand Prix machine. What's it all mean?

In that same race, Dave Aldana crashed twice on a Suzuki TR750. In the second leg, he slid into a group of trackside spectators, injuring two, according to a British press report.

Heard they really had a far-out trophy girl at the SRA awards banquet. Mite bashful, though.



DENNIS COX

Multiple choice: These guys are; (1) waiting for a bus, (2) checking out chicks, (3) standing in the pay line, (4) all of the aforementioned, (5) none of the aforementioned.

Arlie Hutsell, owner of Bultaco Sales of Dallas, and sponsor and friend of Central MX riders, died as a result of injuries sustained in a fall during a race at D/FW MX track on November 23. Letters of sympathy can be mailed to his home address: 1176 Mississippi, Dallas, TX 75207.

Who is the youngest American ever to win a Trans-AMA? No, not Marty Smith. It is Tony DiStefano, who wants it to be known that he is six months younger than Marty.

The Motorcycle Industry Council has determined that land use is their second biggest problem and assigned Mike Vancil to solve it.

The $12,000 purse/70% payback advertised for DRA's 20 Mule Team 200 January 4 is based on 50 Pro entries and 100 Semipro entries. Purse will be pro-rated forward or backward depending on the actual count. So to determine your winnings, count the wheels around you on the start, divide by two, and then . . .

Montesa announced in England the introduction for 1976 of a four-speed 360 Cappra VA, using the new compact-case engine that has been seen off-again, on-again at last year's Trans-AMA and elsewhere.

A.C. Bakken, riding a 360 Husky, won the motorcycle portion of the Baja de Saddleback off-road race. But a single-seat buggy beat out A.C. for the fastest lap honors. Complete story and pix next week.

Racers in the Anaheim "Motocross Finals" will be allowed to ride any size bike they choose. Marty Smith has already opted for a 125 Honda, other stars have indicated they preferred Open class machines, still others will go with 250s. Should be interesting.

Gripster member Jim Bearup will be the 1976 keeper of District 37 Scrambles points.

District 36 clubs wishing to get on the 1976 calendar are reminded that Saturday, December 6 is annual meeting time at the Fairfield Holiday Inn off I-80. Starts at nine (yawn) a.m.

Bobby Grossi/Fremont Raceway and the promoters at Santa Clara County Fairgrounds (California) are both toying with the idea of a motocross circuit, now that Sears Point has definitely taken the plunge. Sounds like things are shaking in NorCal.

The Cow Palace has been booked for a January 30 indoor AMA Pro race, benefit for Frank Gillespie, still in serious shape after his San Jose Mile crash. One dollar from each adult ticket sold will go to Frank, plus they hope to have a raffle set up as well.

Tom Ridyard/Charley Sanner powered their Kawasaki sidecar to first at the AMA Pro Sidecar Series race in St. Petersburg, Florida October 26, and even got on the cover of "East." Now they've got visions of Europe. Prospective sponsors should call (213) 786-5543 before they do something drastic, like sign Motocross Cat as their team manager.

Tepi Lansivouri joins Giacomo Agostini in the "jobless" ranks as both Yamaha/Japan and Suzuki/Japan have pulled out of direct involvement in FIM European road racing. The Great Britain concessionaires of both marques are said to be expanding their race programs to take some of the slack.

Out of all the contingency money CZ offered cross-country riders at the beginning of the year, it looks like Phil Stumbo is the only rider who will collect. Phil is currently leading the DRA 250 class by a huge margin. Bill Conroy has an outside chance to win the Open class, though.

We just got this neat idea for a Lame Camel Trials Association, membership open to beginning trials riders and stove-up old turkeys. In lieu of dues, donate blood.

On his latest tour of the toolies, our boy went in search of the Great American Motorcycle. Now he's back, and he won't say anything. Just keeps making these "Foomba, foomba!" noises. More later.

Panache: 1. an ornamental tuft (as of feathers) esp. on a helmet 2. dash or flamboyance in style or action — according to Webster. It is to machinery what charisma is to people. Now you know.

Look for Ron Pierce on a pair of Kawasakis next year, possibly sponsored out of his own Kawasaki shop.

Michelin Tire Corporation is going to build a new warehouse in Spartanburg, South Carolina.

The slate of Western Region candidates for AMA Class "A" board member is as follows: Bill Adams, Ezra Ehrhardt, Steve McLaughlin, Ron Sloan, William H. Spencer. AMA members will be receiving their ballots shortly.

The AMA's computer said the Lame Camel got enough votes to be nominated, but he had to disqualify himself. He's an employee of a Class B (industry) member, and that's called conflict of interest. Instead, the turkey's decided to run for Mayor of Los Angeles. He's out of town often enough to qualify.

AFM Chairman clarifies club's AMA stand

Chairman-Elect Dick Lewis of the AFM, Inc. Board of Directors told Cycle News that the American Federation of Motorcyclists, California's large road race sanctioning body, has not, as reported earlier, totally renounced its AMA affiliation. He was referring to action taken at an October 18 board meeting, at which it was decided that AFM would not, for 1976, require its licensed riders to hold an AMA card, nor require its member chapters to obtain AMA sanctions for their races. The board does, however, recommend that the chapters retain their AMA charters as member clubs, and apparently will be mailing out AMA membership applications with the yearly AFM license renewals.

"We realize that the possible reinstatement of AMA insurance, though not certain for 1976, is a plus for riders, and that the general legislative advocacy of the AMA benefits us all," Lewis said. "But we had to ask ourselves, was this worth the $10 to the riders, and the general consensus among AFM's riders was, no."

Lewis revealed that Guy Racuyer, who helped negotiate the AMA Amateur road race rules package at Dallas, resigned from the board the morning of the meeting over another matter. Acknowledging that Guy did a good job at Dallas, Lewis told CN that the riders were generally dissatisfied with the AMA Amateur rules package and turned off by the showroom stock production category. "Let's face it," he said, "AFM riders are happy playing in their own sandbox according to their own rules." He held out the hope of future compromise, noting the AFM Production category is "awfully close" to the AMA's Modified Production category.

Asked how the AMA system of qualifying amateurs for the Daytona Amateur races would affect AFM riders, Dick noted that AFM traditionally has input riders into the AMA as Novice professionals. "People here are not that excited about going to Daytona as amateurs."

Squid enduro rider makes good

Cycle News correspondent Larry Langley led a Honda sweep of the recent Checkpoints' National enduro, according to official results just released. The top three, Langley on his venerable XL thumper, Jay Tullis on his MR-175, and trials veteran Bob Nichelsen on his bored/stroked TL350 conversion spanned the scale of riding background and equipment. In fact, this is the biggest news in National enduros since Burleson DNF'd at Rockford, Illinois.

Wanna' hear more? This was Larry's first enduro win. But he's in trouble, for his wife swears that now she's going to make the big turkey dust his trophies.

Complete results in Results Section.

JUST ARRIVED MAICO

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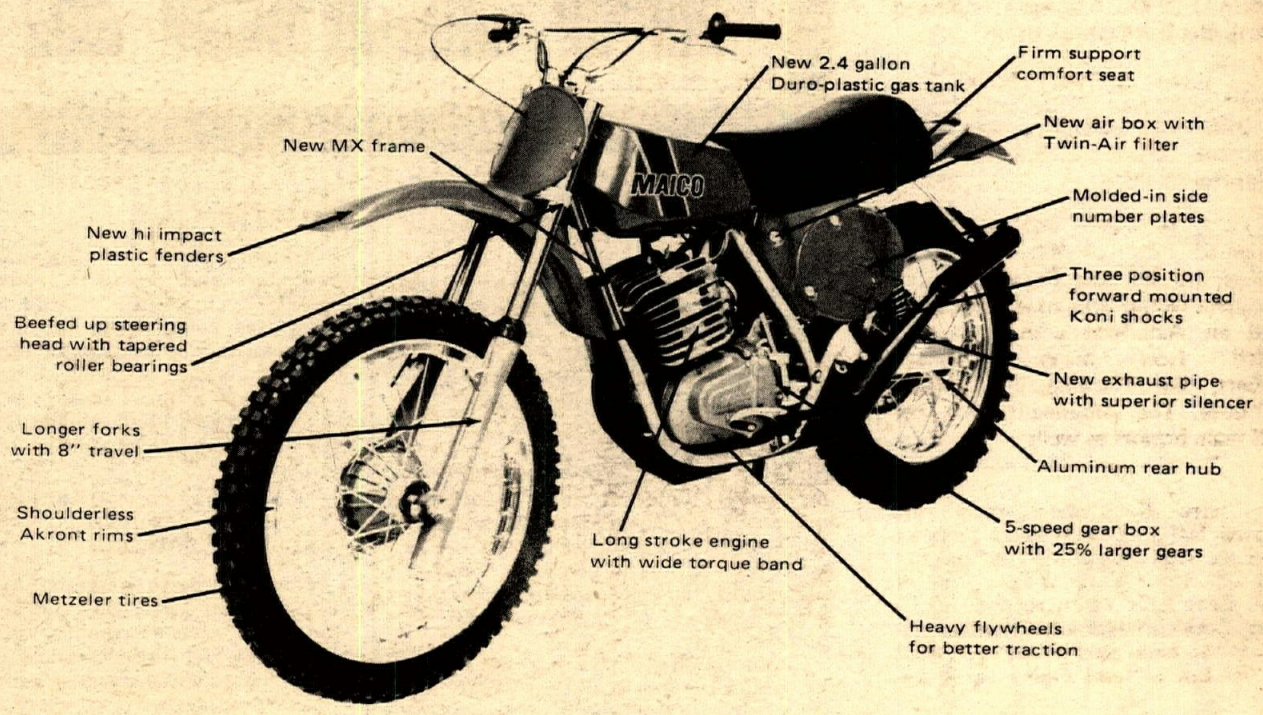

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Hosed again

FRONT PAGE: Gettin' off can be almost poetic – sometimes. SRA Riverside GP photo by John Ulrich.

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VOICES OF THE WEST

Free speech, racing, and editorial grit

I enclose yesterday's motor racing column in which I'm sure you'll have an interest. *(Excerpts from that column appear on the Opinion page . . . Ed.)*

The reaction was immediate: Like about three or four hours after the paper hit the street. One of the local Sierra Club functionaries, a college professor PhD, rang me up, harrangued me for 45 minutes and threatened, indirectly, to "have my career" if I didn't mend my irresponsible ways. His name is George Lawrence, who I understand has had some connection with hearings now going forth in California City.

Conservationists have had the ear of the politician for countless years and cannot accept that the powers that be might listen to others. Obviously, they don't believe others should have the right to free speech.

Your November 18 issue was "right on" in properly recognizing that bikers must be good citizens to protect their interest. Hiding one's head in the sand is a luxury none of us can afford. If Cycle News and publications like it can keep the "great masses" pumped up on the idea that government, left to its own devices, will deprive all but a privileged elite of America's traditional freedoms, perhaps there is some hope left. I can dig it.

OWEN KEARNS, JR.
Editorial Page Editor
The Bakersfield Californian
Bakersfield, Calif.

Further out without

I started racing in 1954. I had a lot of fun with all the open ground. We used to ride all over the Santa Monica Mountains. When they closed all the fire roads to bikes we just moved, never did complain much, at least to the people that counted.

The bikers just went further out without fighting. In the 60's we thought Little Rock was way out. It was closed. We just kept on moving out, never fighting, we felt there would be plenty of room. At one time Hi Vista was too far to go. Now where do you go? Why so far? Because the old riders didn't fight for old Crater Camp and the old Shamrocks Park tracks. Just kept on moving. Maybe if we would have fought then, you wouldn't have to go 150 miles or more to race.

The Dirt Diggers fought the Helmet law eight or nine years ago. They passed out flyers and campaigned against it. It was defeated, but almost every year it comes back. Why do they have to beat it every year instead of just once? Does no one listen in government? The Bikers in Oregon blew it. Now you must wear a helmet and have your headlight on just to go a couple of blocks to the store. To go trail riding you need a headlight. If California riders don't fight, the ground they will have left may be nothing but roads. So *fight*, it will be worth it.

BOB BRANCH
DDMC Far North
Grants Pass, Ore.

On the air

I was tuning in my radio last Saturday and found a show called KKOP Cycle World. It told all about what was going on in the motorcycle business, racing and lots of other stuff. This is the kind of thing we need more of, so check it out. The show is on every Saturday from 11:05 a.m. to 1:00 p.m. It's FM 93.5 on your dial.

TOM ROBB
Harbor City, Calif.

Somebody noticed!

I am writing to congratulate you, the Cycle News staff, for the success in publishing your newspaper, Cycle News. It has by far the best race coverage. When I thought about it, it's pretty nice to have a Cycle News every week to read 50 weeks a year. The paper has two sections to keep you up to date on motorcycle facts and troubles. The Want Ads are very helpful when looking for bargains on motorcycles, spare parts, riding apparel, and accessories. But the paper just wouldn't be the same without the Motocross Cat cartoon!

I would like to thank you for writing these newspapers. It outdoes any of the other motorcycle magazines by a long ways! Don't let your typewriter run out of gas, mine's just about out!

Write us a letter

SUBSCRIBER
La Mirada, Calif.

Hey, you done good!

Had to pull my fingers together and peck out this note to congratulate you on the "political" issue this week. I hope California bikers will save that insert – and use those addresses on envelopes containing letters!

It is becoming more apparent to me all the time that some of our political figures are (at least) beginning to listen to motorcyclists. Thanks for the 'publicity' but I don't think it's just me the "pols" are listening to – it's all of us cyclists ("strength in numbers," "power of the pen" all that sort of thing). Now, if we could just get some of the people in the motorcycle industry to start listening! Ride safe . . .

ROGER HULL
Road Rider Magazine
S. Laguna, Calif.

HosPital stop

Mark Williams, National Number 70, has been dismissed from the hospital in Portland and sent home. Cards, letters, best wishes or whatever, can now be sent to him at 1440 South A Street, Springfield, Oregon 97477.

J. LACEY

Watch it yellow jacket

Your map of the districts and list of representatives is one of the best articles I've seen in "Cycle News."

We race only motocross and don't have as much of a problem as the desert racers. We do write in defense of desert racers though, because if they close the desert, those guys will start racing MX. Look what happened to Mitch Mayes. He was the best in the desert. Now he either misses the corner, or knocks somebody down. So motocrossers unite! Help keep the desert open and those crazy guys out there where they can only hurt themselves.

TEAM BANANA
Corona Del Mar, Calif.

You guys aren't bananas, you're crackers! If you know what's good for you, don't wear your "Team Banana" jersey to the next event ol' Mitch attends . . . Editor

Hold your pants on

I used to buy Cycle News Central every week, but now West comes to the shop. Central was smaller, but better written and had more photos. Weisel wrote entertaining reports about the nationals. No offense, but I like the old Central much more. I don't have a subscription to cancel, but I'm unhappy. What happened to the staff of Central? If they went to work for another magazine, which one?

I will keep buying Cycle News, but I have no doubts that just when I start to like it, you'll fire all the good guys again.

LARRY MYERS
Bastrop, Texas

We are glad to hear that someone misses good ol' Cycle News Central as much as we do. The Central staff moved to CN West. Dennis Cox and Jody Weisel will still be turning out their great photos and entertaining reports and stories here at Cycle News West . . . Editor

One for our side

I am enclosing my check in the amount of $100. I would appreciate it if you could see that this money goes to the Legal Fund concerned with the action of desert closures.

We own and operate the Outpost Cafe on Interstate 15 near Victorville. As an ardent desert motorcyclist, member of East-West MC, I can verify that we are in a battle to retain our use of the desert, and that thousands of people that enjoy this open country during the year will contribute lots of bucks to businesses of the desert communities.

This is my point. Somehow we need to enlist horsepower, in the way of votes and money, from the large group of businesses in Victorville, Barstow, Baker, California City, Mojave, etc., that immediately benefit from the motorcyclists and RV's visits to their areas.

I remember when we had races around Oak Hills and Baldy Mesa. That area is mostly private land, but the County of San Bernardino took it upon itself to create the "written permission in possession" ordinance, and the land was effectively closed. This "Big Brother" approach by the county has closed other racing areas. Now we are facing the BLM Protective Society.

You businessmen in the desert should come alive and join in the efforts to keep our lands open to the people. You independent riders find out what is happening, and send in a buck or two. Write your newspapers, particularly the *San Bernardino Sun-Telegram.* This paper covers all the desert areas, and is negative to the open desert plans.

GEORGE NEWTON
Apple Valley, Calif.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

Team Suzuki takes the Trans-AMA two weeks early!

Roger DeCoster with 1,060 points, clinched first overall in the 1975 Trans–AMA Series with two races yet to go. Gerrit Wolsink, 750 points, and Tony DiStefano, 551 points, lead the entire international field in second and third. It all points to another Suzuki sweep. ®

SUZUKI

Livermore fireworks by

Support class charges the hill. First moto winner Croft (56) at point.

Holeshot master Semics, struggling to master wild Kaw for 40-plus minutes, twice.

By Jody Weisel

LIVERMORE, CAL., NOV. 23

Teenage sensations Tony DiStefano and Marty Smith provided the fireworks at the ninth round of the 1975 Trans-AMA series.

Tony D. became the youngest rider to ever win two Trans-AMAs with explosive second and first place performances for the overall victory. The Suzuki celebration was marred by a 70-mph endo that snapped four time world champion Roger DeCoster's bike in half, bruising and lacerating his face when his visor, goggles and mouthguard were ground off.

Carnegie Cycle Park was a dusty, sun parched valley with more than its share of problems: eight dollar ticket prices, a rushed program, dust, and a jokester who rolled a bouncing and careening truck tire off a hill directly into the spectator-jammed valley floor. Two spectators were seriously injured and remain in the hospital. The 1-2-3-4 American sweep with DiStefano, Weinert, Smith and Semics could barely add cheer to the day.

In the 250 Support class Can-Am returned to the spot they have called home during the whole series — first place. Jimmy Ellis' 2-1 score fought off a super performance by Honda's Tommy Croft. Croft won the first moto going away only to drop back to third in the second stanza as Captain Cobalt got his Can-Am on the pipe.

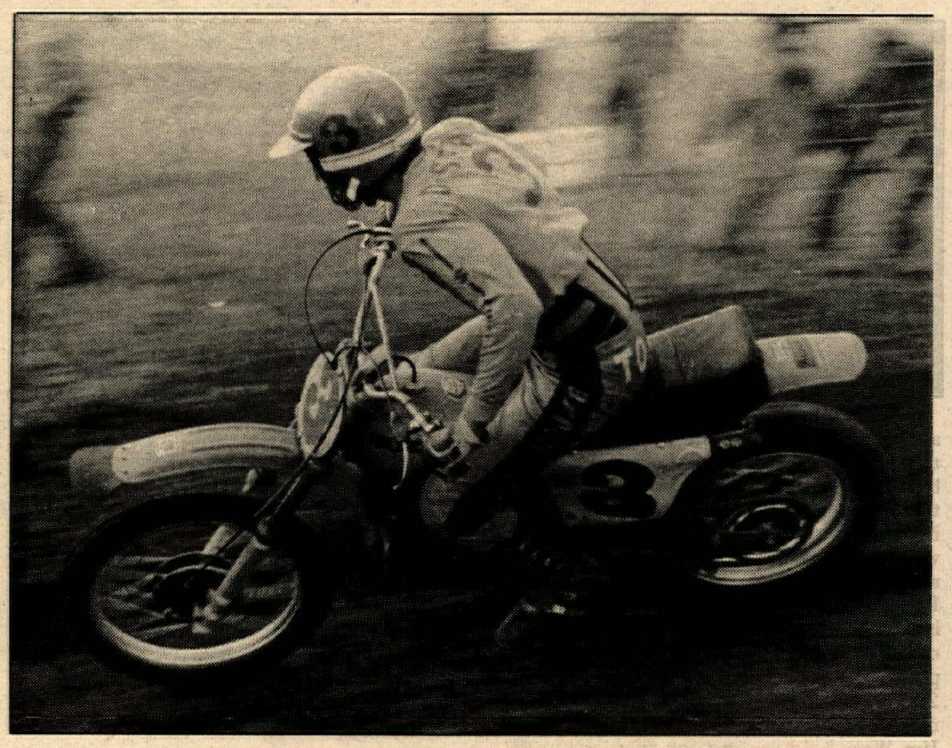
First moto

With the flags of seven nations flying behind them the International class vaulted over the starting gate with Gary Semics' big bore Kawasaki continuing its domination of the starting line. Jim West (Mai), Pierre Karsmakers (Hon), Steve Stackable (Mai), Marty Smith (Hon) and Tony DiStefano (Suz) chased the mean green machine. Tony D. quickly lost 15 places by trying to jam under Smith on the second lap. Steve Stackable, riding out his last few races for Maico, quickly passed Karsmakers, West and Semics with 18-year-old Marty Smith following suit on the next lap.

"Short Stack" held the lead for four laps, even though he had lost a footpeg in the early going. Smith and Stackable came over the mechanics' area jump side-by-side, with the fire engine red Honda grabbing the lead on the starting line hill.

Smith was right at home on the hard, dusty Northern California track and opened up a 20-second lead that he would never relinquish. Stackable's one-peg ride ended on the steep U-turn. Weinert, Lackey, West, Howerton, Mosier and Marty Tripes were evenly-spaced behind "Superkid" until Tony D. swiftly picked them off one at a time, to finish an amazing second.

DiStefano: Youngest Trans-AMA winner now has two.



Where were the Europeans? DeCoster's bike loaded up on the line and refused to clean out. The crowd was treated to the sight of the World Champion pushing his bike up the hills. Roger retired. Gerrit Wolsink lingered back in the dust to finish tenth. Japanese Suzuki rider Kojii Masuda applied pressure on Wolsink most of the moto. Dave Bickers and Stewart Nunn crossed the pond from Great Britain, but should have stayed at home, because Bickers' 1972 CZ was barely competitive.

Second moto

The second moto lined up 30 minutes after the first as fear of the setting sun set the AMA into action. Marty Smith and Tony DiStefano, the two 18-year-old stars, were the crowd favorites as the two-minute sign flipped. DeCoster had a new carburetor but was

DiStefano, DeCoster hurt

Weinert: Living proof, if you look back, somebody might be gaining.

Smith: Does your scoot free your soul?

PHOTOS BY MIKE YADA, JANETT SCHMIEDLIN, DENNIS COX AND WEISEL

Photo sequence after DeCoster crash shows attendants picking up the champion in (luckily) one piece, his Suzuki in two pieces.

almost forgotten when Smith grabbed the lead. Smith and the crowd suffered big let-downs when Marty tumbled off the steep U-turn to go from first to last in an instant. Jim West grabbed the lead with an eager Tony D. massaging his rear fender. The former pistol from Bristol, Pennsylvania took the lead on lap five as he held the gas on down one of the many bumpy hills. From that point on, the day was Tony D.'s as his 20 second margin over second was monitored by mechanic Keith McCarty. Jim West held second for five laps until Team Europe, DeCoster and Wolsink, zapped him. Suzuki Team Manager Yusaki Ishibashi held out DeCoster's pit board as the rocket orbited over the big jump. Suddenly Roger's slightly askew front wheel landing turned to disaster as his magnesium triple clamp snapped, splaying the RN370 into a "Y" with Roger in the middle. In seconds hundreds of people sandwiched the track to gape at the bleeding and dazed champion.

DiStefano took the overall and his second Trans-AMA only to return to a sullen pit. Wolsink, Stackable, Weinert, West, Semics, Howerton, Smith, Thorwaldson and Mosier rounded out the top ten.

The sun set swiftly behind the brown grass hills and a chill settled over the pits where Tony D. had just guaranteed America a 5-5 split of this year's Trans-AMA series with the Europeans. Suzuki is assured the top three series placings. DeCoster's injury and possible retirement from the series will not affect his series overall win. ●

Results

500cc INTERNATIONAL CLASS: 1. Tony DiStefano (2-1) Suz. 2. Jim Weinert (3-4) Yam. 3. Marty Smith (1-8) Hon. 4. Gary Semics (5-6) Kaw. 5. Gerrit Wolsink (10-2) Suz. 6. Jim West (7-5) Mai. Kent Howerton (9-7) Hus. Brad Lackey (4-12) Hus. Gaylon Mosier (8-11) Mai. Rich Thorwaldson (13-9) Mai.

250 SUPPORT CLASS: 1. Jim Ellis (2-1) C-A. 2. Tommy Croft (1-3) Hon. 3. Buck Murphy (6-4) C-A. 4. Don Kudalski (5-5) Hon. 5. Mike Runyard (4-7) C-A. 6. Terry Clark (7-6) Hus. 7. Dan Turner (15-2) Yam. 8. Mike Kessler (3-16) Hus. 9. Ken Zahrt (10-11) Oss. 10. Gunnar Linnstrom (11-14) Suz.

Ellis: A return to winning ways on the Can-Am.

Desert hotline

"All right gentlemen, you know your assigned tasks. When the second hand strikes twelve, you go to it while I stay and warm my hands."

Turkey Shoot: National re-run

By Larry Langley

LUCERNE VALLEY, NOV. 23

Last year's Pomona Valley Desert Riders Turkey Shoot was extremely easy and most participants expected it to be somewhat the same this year. But, well over 1000 family enduro riders were in for a surprise!

The first loop went straight up the first hill, much to the dismay of the assembled riders waiting for their minute. It was pysch-out time and a good number of riders got the jitters while watching a whole bunch of people *not* make it. The hill wasn't really all that tough, but it looked pretty tricky. Some of the minicycles had a rough time of it, but a surprising number of them cleaned the hill, looking good all the way. The first 5.6 miles were at a sedate 12 mph average allowing the riders who had trouble getting up the hill to catch up before the three mile check.

The first check was located at the speed change, at 5.6 miles, and was easy to zero if you were timekeeping. The first loop contained some very interesting terrain, but the hills made it tough. A powder puffer or minicycle rider would have a tough row to hoe to even come close to zeroing the loop. The second loop had no business being part of a family enduro as long as C riders were allowed to ride it. It was a virtual copy of the second loop of the previous Jubilee National Enduro. A number of people brought out some first time riders to try their luck. It was a mistake. There were numerous challenging uphills and downhills at very fast speeds, resulting in A riders trying to get around C riders in the tight sections. Most of them lost points, since there were lots of C riders to get around. There were a lot of breakdowns and a lot of injuries. A whole bunch of people were complaining about the enduro being too hard. Laying out an enduro is not an easy proposition. No matter who rides the loop beforehand, race day is a whole new situation.

It looks like Joe Shepard probably has a lock on the overall win. Joe rode his 250 Penton (KTM?) over the rocks, down the hills, through the canyons, and around the C riders, losing just 17 seconds at three (count 'em, three) tie breaker checks. This is all unofficial, of course. Nothing has been scored, but no one else claimed they zeroed the course.

C riders were in over their heads, and were happy to finish. Especially those on their first enduro. Eric Morales, riding his very first enduro, started on minute 108 and finished on minute 228. He was hurting at the end, due to a couple of get-offs, and his shoulder is going to have to be X-rayed. But you know what he said? "I'm sure beat, but I sure had a good time. Are they all that hard?" No Eric they're not. ●

Results pending.

Pretty rocky hill for a family enduro, but it looks OK, as long as you stay on the trail.

PHOTOS BY LARRY LANGLEY

Bowman outlasts DRA competition

By Terry Rezek

CALIFORNIA CITY, CAL., NOV. 23
Tim Bowman (400 CZ) led, battled for the lead, and in the end outlasted Cordis Brooks and Wayne Garrett to win the DRA Hare Scrambles.

The cancellation of Sunday's District 37 race brought many AMA District riders out to the fast side of Cal City, where many of them discovered that DRA riders are not to be taken lightly. Fast is fast, no matter where you prefer to ride.

Tim Bowman led the Novice-Amateur-Expert charge to the bomb. Two miles later, he was passed almost simultaneously by Brooks (250 Bul) and Wayne Garrett (400 Yam). Bowman and Garrett held a battle of their own while Brooks started building a firm lead. Unfortunately, his half-mile lead evaporated about five miles from the pits when the Bul barfed its innards.

Garrett and Bowman continued their battle only a hot breath apart into the home check motocross section. Bowman tried a tricky pass and dropped it in a turn. Garrett sped away, only to suffer a seizure a few miles out on the second loop. Bowman gratefully accepted the lead and brought his CZ in for the win. Bowman races both District and DRA races.

Meanwhile, Invader Tom Kelly really pushed his Shell Motors 125 Yamaha and rode a brilliant race to finish second overall and first Amateur. Dean Miller (250 Yam) was trying to make the Amateurs noticeable as well, breathing down Kelly's neck to finish third overall, first 250. Jamie Avels (400 Yam) had to settle for fourth, finding that a flat rear tire makes for uncertain riding. District rider Mike Patchen (250 Yam) made it three Amateurs in the top five.

First Novice in was Chuck Fowler (400 Yam) and first Beginner looks to be Woody Childers, Jr. Also on the list of firsts today were M.S. Dyott, first Senior Novice and Leo Blomgren, first Senior Beginner.

In the Women's Division we are happy to see Leslie Klug back at the races. She is still as fast and beautiful as ever, taking first Novice. Among the Beginners, Jolene Payne again showed them how to get there first. A young rider with a great future, Jolene is stacking up transfers like a streetcar conductor.

For those I missed, when you see me and my tape recorder in the pits, tell me your story. I may not believe it, but I might write it! ●

Results in Results Section.

Tom Kelly kept his 125 wired on a big-bike course, finished second overall, first Amateur.

DALE BROWN

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POLITICAL HOTLINE

Oregon noise re

A state program of noise control which has been in effect for nearly a year has finally (belatedly) burst with full force upon the motorcycle industry and the riding public of that state. The first revelation of the noise rules' impact in Cycle News posed far more questions than it answered, so CN telephoned the Oregon DEQ office to attempt to clear up the uncertainties.

Direct from the horse's mouth, so to speak

The Department spokesman revealed that the program had, in fact, been in effect during 1975. The basic regulation prohibits the sale or offering for sale of any new motor vehicle which exceeds noise limits specified by the DEQ (Table A). The department realized that adequate noise data was not available for 1975 motorcycles, but sent letters to all known motorcycle manufacturers requesting that the firms set up noise test programs in their own facilities and certify to the DEQ by mail those models in their product line which conform. The response is still trickling in, but slowly. Of the Japanese Big Four, Honda and Yamaha are already approved, Kawasaki and Suzuki have been in touch with the department and expect to comply on most models.

Most of the problems concern racing machinery, and the exceptions proposed to handle racing machinery. The regulation states that "Racing vehicles will be exempt . . . if it can be adequately demonstrated to the Department that these vehicles are used exclusively in sanctioned racing events." The controversy stems from the way this rule is to be interpreted and put into practice.

May a dealer display a race bike? The Department's position is no, if the display can be termed an offer for sale. The DEQ is currently meeting with dealer and MIC representatives to try to agree on what kinds of display (if any) may be acceptable to all parties.

How does this affect advertising? No Oregon dealer may advertise, in the local media or in an out-of-state publication (such as CN) the sale of a non-conforming (race) machine. This ruling does not cover media advertising that originates out-of-state. (Example, a race bike ad placed by the manufacturer in an out-of-state publication.)

What criteria will be used to judge if an applicant for exemption is a serious racer? The spokesman could not give specific criteria, and seemed surprised that CN had obtained a copy of the application form. The DEQ's position is that the intent of the rule is to prevent loud motorcycles from being used by so-called "backyard racers" to the general annoyance of the public.

What of the novice? Will this process in effect restrict the entry of "new blood" into racing? Dept. spokesman: "I hope not." Pressed further, he admitted that, to the extent the sport is being fed by backyard racers, there will be some restriction, however, the DEQ does not view this as an insoluble problem.

Could these rules be construed as restraint of trade? The Department's position is no, the regulations come under the legitimate police power of the state in order to guarantee the health, safety and welfare of its citizens; and are in line with similar actions in other areas. To be declared in restraint of trade, someone would have to bring it to court, and then it would be for the court to decide. *How did DEQ Director Loren Kramer come to characterize motorcycles as "the number one noise problem in Oregon?"* This came as the result of surveys taken at a series of public meetings held throughout the state to gain citizen input on noise emission problems. Apparently the tabulated citizen complaints against motorcycle noise surpassed all others. The DEQ has not attempted to calculate aggregate sound pressure levels in a manner similar to the federal EPA (in which the sound level of a given source is multiplied by the number of such sources in use to obtain a statistical estimate of the extent of the noise problem). Motorcyclists "weren't excluded" from the public noise control meetings, but neither did the DEQ attempt to get in touch with motorcycle groups specifically on the subject.

Additional questions for the DEQ should be addressed to: David A. Sweet, Noise Control Div., Dept. of Environmental Quality, 1234 S.W. Morrison, Portland, OR 97205. Ph: (503) 229-5092.

TABLE A

Moving Test At 50 Feet

Vehicle Type	Model Year	Maximum Noise Level, dBA
Motorcycles	1975	86
	1976	83
	1977-1978	80
	after 1978	75
Snowmobiles as defined in ORS 481.048	1975	82
	1976-1978	78
	after 1978	75
Truck and bus as defined under ORS 481.030 and 481.035	1975	86
	1976-1978	83
	after 1978	80
Automobiles, light trucks, and all other road vehicles	1975	83
	1976-1978	80
	after 1978	75

Now let's hear it from the industry

U.S. Suzuki, when contacted, stated that their 1975 line was certified in Oregon, and that the 76s were undergoing certification now, with all models except the RM series of

g repercussions

motocrossers expected to comply. The RMs will not be altered for sale in Oregon, other than as race bikes under the exemption regulations. Company reps are meeting with the DEQ to work out details of how RMs may be stocked and sold. "We will comply with the results of that meeting." It sounds like they have little choice.

Kawasaki Motor Corp. has more militant thoughts on the subject. "We don't think the states ought to tell us what to advertise, we don't think states ought to regulate racing bikes more stringently than guns or whatever . . . To look at a dirt bike, a guy's got to go through more (red tape) than to buy a six-gun," CN was told.

Officially, Kawasaki would like to see competition noise levels set by sanctioning bodies, and off-road vehicle noise levels set by the states. All of Kawasaki's models except the KX series motocrossers are expected to conform to the 1976 standards in time to meet the January 1 deadline. The company is telling dealers to "sit tight" until the results of further meetings between the industry and the DEQ are known.

Commentary

The Oregon Department of Environmental Quality, in developing its noise control regulations, has apparently confused nuisance value with "health and safety" in invoking the state police power to control the sale of racing vehicles. By setting its priorities from citizen questionnaires, the state has, in effect, taken a straw vote on the nuisance value of motorcycles, rather than try to scientifically estimate the state-wide sound pressure from motorcycles vis-a-vis other sources (railroads, heavy trucks, jet aircraft). For this reason, the state's priorities are on shaky moral and philosophical ground.

As to methods, the questions of restraint of trade, limits of legitimate state power, and interpretation of specific rulings are so complex and intertwined that only the judiciary has the power to unravel them. That means, for better or worse, some person or group will have to take the problem to court before final answers can be had. If left unchallenged, the state will continue to pursue its ends according to its own ground rules.

It is such a can of worms at this time that the only thing all parties can agree to is that all motorcycles everywhere must be made quieter. But how and to what limits? ●

. . . and on the helmet front

California Governor takes pro-biker stand

In a letter to Road Rider's Roger Hull, the Governor's Office put it this way:

"California's official position is that the federal government has no right to force the state to enact legislation which has been rejected eight times by the State Legislature. Governor Brown concurs with this position and supports legislation in Congress which would remove the . . . authority to withhold highway funds from states which have not adopted helmet laws."

In the same letter, it was recommended that bikers in California get onto their Congressmen, especially those on the House Public Works Committee. So . . .

Grab your California pullout

Here's a chance to practice using that thing we sent you in issue No. 46. According to our best sources, the various helmet law repealers (HR 3869, HR 6211, HR 6918 plus the companion Senate version S 2293) must sooner or later come before the powerful House Public Works Committee. California has five members on that committee, and you'll remember we said earlier that legislators like mail from home. Here, then, are your men, and if you live in their district, you owe them a letter:

DIST. 1 the entire northeast corner of the state above and west from Lake Tahoe (see Congressional District map in your pullout)
Harold T. Johnson (D), 2347 Rayborn Bldg.

DIST. 2 the coastal area adjacent to Dist. 1
Don H. Clausen (R), 2433 Rayborn Bldg.

DIST. 13 S.F. Bay Area, check locally for exact district boundaries
Norman Y. Mineta (D), 510 Cannon Bldg.

DIST. 20 parts of Santa Barbara and Ventura Counties
Barry M. Goldwater, Jr. (R), 1421 Longworth Bldg.

DIST. 32 San Pedro, Lomita, Torrance, Carson, Wilmington, parts of Redondo Bch.
Glenn M. Anderson (D), 1230 Longworth Bldg.

All the above office addresses are in Washington, D.C. 20515. Both Goldwater and Anderson have already come out publicly to challenge the Feds' right to blackmail states over helmet laws. Anderson is co-sponsor of HR 6918, as is Dist. 18's William Ketchum. How 'bout some letters of thanks from home — you'd do it for a friend, wouldn't you?

As for the rest, just let them know your main concern is seeing one of the four bills mentioned above get through the legislative meatgrinder somehow. The "how" is going to be up to your Congressman; he's supposed to know his job better than we do. ●

HAPPENINGS

BLM — ARIZONA
YUMA DISTRICT MULTIPLE USE ADVISORY BOARD

Meeting December 17, 10 a.m. at the Ramada Inn Banquet Rm., 3181 S. Fourth Ave., Yuma, Arizona. Open to public with limited time available for oral statements, notify BLM of intent prior to meeting. Written statements may be filed at the meeting or mail to Chairman, Yuma Dist. Advisory Board, 2450 Fourth Ave., Yuma, AZ 85364. Further info, contact H. Max Bruce, Dist. Mgr., above address or phone (602) 726-2612.

BLM — ARIZONA
SAFFORD DISTRICT MULTIPLE USE ADVISORY BOARD

Meeting December 19, 9:30 a.m., in District Office, 1707 Thatcher Blvd., Safford, Arizona 85546. Open to public, limited time for oral statements. For info, contact Dist. Mgr. at above address or phone (602) 428-1100.

EPA — NATIONAL
PUBLIC HEARING, MOTORCYCLE POLLUTION CONTROLS

December 18, Rm. 102 of Motor Vehicle Emissions Laboratory, 2565 Plymouth Rd., Ann Arbor, Michigan

(Continued on page 37)

INDIAN DUNES

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1st moto 8 pm
for more info:
AME, PO Box 1421, Reseda, CA 91335
213-881-5778
membership required $7 no card — no ride
$4,000 rider insurance
Entries: Sportsman $7 post, Expert $12 post

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Sunday, December 7th
3 mile course — all events race 45 minutes
Classes for all motorcycles to 125cc
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entries $8 mail $12 post
NMA, 23301 Ostronic Drive, Woodland Hills, CA 91364
$3,000 rider insurance

Also December 7th
Complete CRC Motocross
(on Shadow Glen course)
All classes 100% payback to Experts
$3,000 rider insurance

December 14th
Junior Grand Prix
RACE FOR A NEW BIKE!
Winners of 125, 250, & Open Junior classes
will go home with a new Honda, Suzuki, or Yamaha 125cc
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Regular classes will run for 100% trophies ($8 entry)
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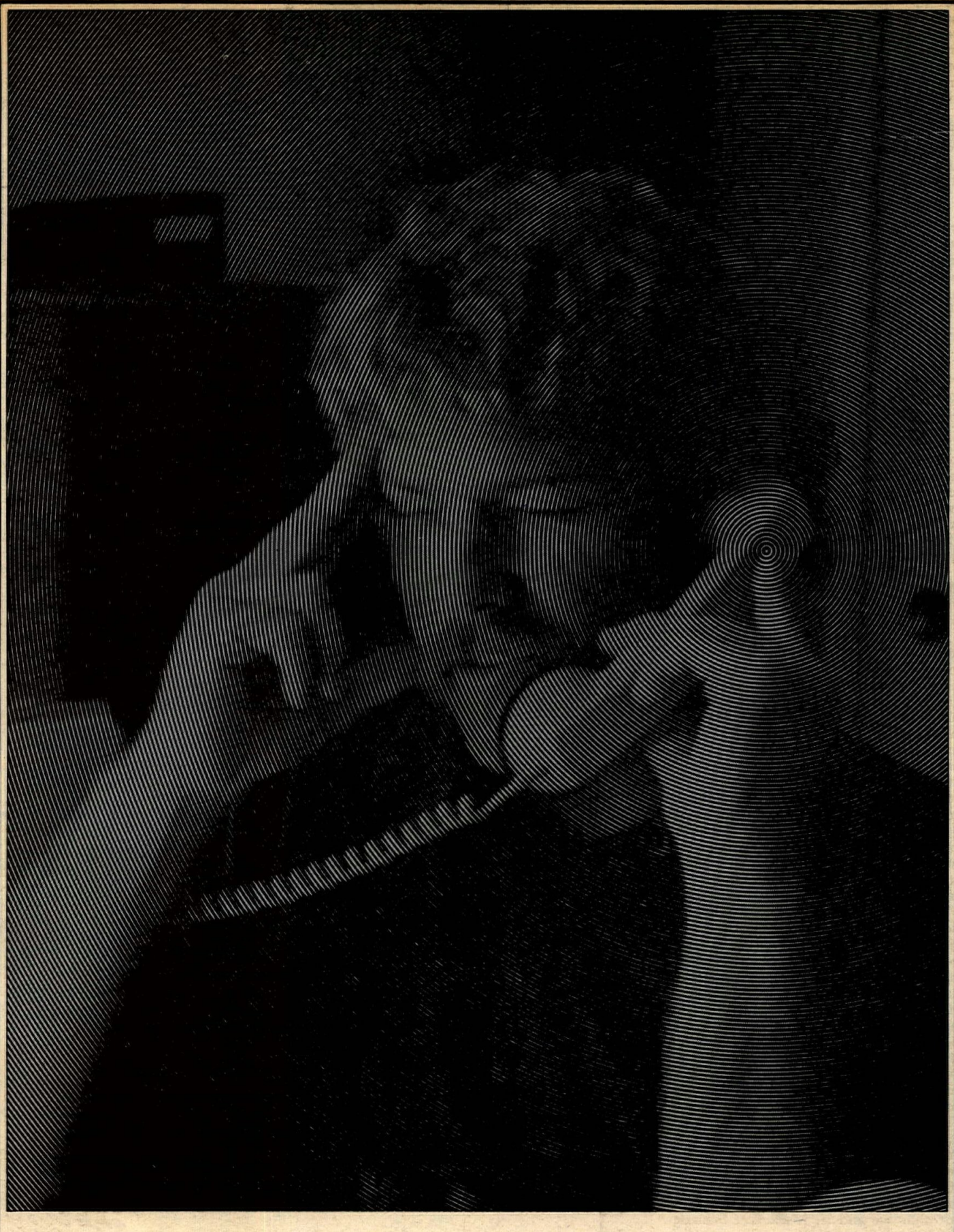

PROFILE OF A PROMOTER MICHAEL GOODWIN

BY REX REESE

DAY ONE

"You're late," said Mike Goodwin as Diane, Mike's girlfriend, led me into their living room. And I truly was. I have this habit of oversleeping, no matter what time the alarm clock tells me to wake up. When I finally broke through and made it to my destination, I discovered that the sun truly shines on the rich (or those that pretend to be). As I snaked up a narrow strip of asphalt that switchbacked up a hill above the main highway I thought, such houses! All perched on the side of the hill on stilts that gave their occupants an expensive view of the Pacific Ocean at $100 a wave. And there were the *haut voitures* of the rich: Porsches, Jaguar E-12s, Mark IVs parked in their concrete stalls or out in the already narrow street, making it narrower still, and more likely to make a very expensive accident possible.

At Mike's house, which was near the top of the hill, there was a very big, very new, very *white* Cadillac waiting for its master to ride off and conquer the world. The house is a cedarwood and white stucco mixture of Spanish and Malibu styling, all hung out on the side of the hill. On the top level a garage occupies the front, and the living room is in back overlooking the ocean. The middle level is the "nerve center" with Mike's office, bathroom and bedroom. The third and bottom-most level is the office for Mike's secretaries and associates.

Media Max, Inc. operates inconspicuously in a neighborhood of the affluent who sleep peacefully on this hill. It is 8:30 a.m.

Diane, Mike's girlfriend of seven years ("I keep him warm in body and soul") answered the doorbell. I followed her into the living room where I found Mike working out in a corner, wearing only tennis shoes, tee shirt, and shorts. He was using an exercise wheel that you roll on the ground (pile carpeting helps). He commented on my tardiness, then said, "Want to go on a run?" I said no thanks. He hopped to his feet and trotted out of the house with his two dogs Poo and Lisa following behind.

Diane served me breakfast (I never refuse anything free) and I had some time to check things out.

When I had first entered the house, I noticed several plaques and pictures that Mike had collected over the years. There were resolutions presented to him by the L.A. city council for bringing MX to the Coliseum and making it a big-time sport. There were a couple of pictures from some magazines that had featured his SuperBowl events. There was also a laminated and mounted page from Amusement Business with a picture of a younger Goodwin sporting mutton chop whiskers that were the style back in 1970. The page contained an article about his phenomenal success as a rock concert promoter. At the top of the page in big letters it said: *"322G in 5 mos.; Goodwin's doing something right!"* On the other side of the hallway and scattered through the rest of the house were underwater pictures that he had taken on a Hawaiian holiday.

The living room is decked with various sporting trophies and pictures. An elk's head dominates one wall; a set of Weber carburetors on their manifold hang on another. Beneath those, some hunting rifles lean casually against the wall as if they were to be used at any moment. One wall is all picture windows while another is a huge bookcase that contains titles from sharks to science fiction, from Business Week to *Playboy*.

In a corner nearest the ocean is Mike's easy chair where he reads his paper and contemplates the world. At the other end of the room, by the bookcase, is the dining table where I eat my breakfast. I see a small driftwood table by the windows with a 12 line phone resting on it.

In the kitchen Mike keeps a booze cabinet with enough stuff to put an army under the table. The refrigerator contains the regular refrigerator stuff, including Eskimo Pies, lots of Olympia beer ("We like to take care of our sponsors"), and a lot of diet soft drinks. Elk meat was in the freezer. Mike had shot it himself, presumably with one of the guns leaning against the wall. The elk meat would be for tacos later tonight.

Mike returned from his run and filled me on the part of his day that I missed. At about 6:30 a.m. he had made his daily back East calls to get the day rolling. Then he went downstairs to take a shower.

Mike returned dressed up in his official office uniform consisting of only a tee shirt and shorts, then proceded to work.

His office too has a view of the ocean and is deeply carpeted like everywhere else. Another 12 line phone sits on his desk as Mike sifts through a stack of papers and notes. A set of shelves and a closet contain files on his operations. A bulletin board hangs in one of the windows with lots of notes and little homilies of business tacked on it. One slogan dominates the board: *"Time is the enemy."* That's the theme to Mike's philosophy, amongst other things.

Ranged above him are pictures of the rock stars that he had promoted

concerts for: The Turtles, Janis Joplin, Burt Bacharach. There's a certificate for Eagle Scout ("I was the youngest; 12 years, 10 months"). On a wall are posters from the SuperBowl events. In a corner is a layout of the "American MX Finals" to be held in Angel Stadium at Anaheim.

There's another set of shelves next to Mike's desk with more files. Beneath the shelves is a caricature statue of a man forever frozen in the act of pushing a large rock.

The day is really beautiful, and Mike is tuned into it as he calls up clients. Every time he calls, he says, "It's really great out here today . . . so good, I'm almost tempted to take the day off and go out diving . . . " He says that all day.

The phone is his instrument, like an artist's brush or a musician's horn. He knows how to use the 12 lines effectively and with the greatest precision. His life is wrapped up in the Deal and the Contract with Guarantees against the Percentages — or is it the other way around? It's the way Mike gets ahead and makes money. ("Money's just a way of keeping score.") He's constantly taking situations and molding them to the best possible advantage for his operation. And most of the time it works. The deals flow smoothly to his satisfaction, which charges Mike up as the day progresses.

I ask him a question about the philosophy behind his operations, and Mike puts the rest of the world on hold for a while to give me an answer.

"It's a tragic situation," he says, "because everybody forgets that we're doing nothing more than entertaining people. Now, if we want motocross to stay small and a pure sport, we can stay out in the hills, right? With chemical toilets, and hot beer, and cold hot dogs, dust and PA systems that you can't hear. But nobody's going to go out to it. Attendances at major AMA motocrosses since 1971 have *declined*. Saddleback Trans-AMA draws 8400 people for what is supposed to be the biggest race except for the Grand Prix. The only way to judge success is the number of people that go. It's the market place syndrome: supply and demand.

"So we got to make a choice whether we want it to be fun and pure the rest of our lives, or whether we want to try to get a mixture and sacrifice a bit on the courses, because I know that the stadium MX courses are less desirable. But that way we can sell more motorcycles for the manufacturers. The manufacturers, they invest more money into their racing teams, the promoters in turn when they sell tickets can put up a bigger purse, so in the end *everybody* benefits from it. The spectators enjoy it a lot more.

"Our SuperBowl grew from 27,760 the first year, to 38,800 the second year, to 47,230 the third year, to over 50,000 people this year. We're by far the biggest motocross in the nation. It's not that we did it, it's a fact because California loves MX, but not the conditions that they're asked to go through when they go out doors.

"If the sport wants to continue to grow, we have to have more of these stadium events. We've got to get exposure in front of 50,000 people if we want to grow. We have got a sport that is one of the most exciting. I can guarantee someone three hours of non-stop adrenalin the whole time they're at the SuperBowl. If we can get more people to come out to these things that are not sports enthusiasts, they look at it and say, 'Ah, maybe we'll go out to see the outdoor events, too; maybe we'll buy a motorcycle,' because we're introducing them to a new sport. And it's really starting to bloom because we're getting national TV recognition, national sponsor recognition, a number of things like that.

"And it bothers me that a number of people are short-sighted that say, 'We want it to be pure out in the mountains.' Everything is a compromise. If you move the track in so you get a lot of people, the track is not as good; you move it out, the track's better, but you don't have the people. So you have to decide which one you want."

We talked some more about the pros and cons of natural versus artificial MX tracks. Here, the natural variety is suffering while it still flourishes in Europe, probably because that's where it originated. Mike sees that the success of MX depends upon advertising and marketing, because there is lots of competition for the entertainment dollar in the U.S. while in Europe there is very little. In Europe an event can be held in either the town square or the town dump and probably still draw a crowd, no matter what. Over here, motocross must compete against car races, the horses, TV, movies, rock concerts, and the stadium sports like baseball and football.

He also broke to me the myth of the huge European crowd that's supposed to attend a race. Most people still believe that any European MX will draw up to 40-50,000 people, while in reality, Mike Goodwin says, the average event draws less than 10,000, except the really big races. Mike said that there's only one country where an MX drew over 100,000 people, and that was Russia. "Maybe they were required to go," he commented.

Taking care of business is the key to Mike's success. He conducts his Media Max operations as a business with a high degree of professionalism and nothing less. Anybody on any level in the course of putting an event together is dealt with in a businesslike manner, with none of the screwing around that has been the style of other promoters. His efforts to bring this quality to the sport have, for the most part, always rubbed against the grain of those manufacturers and contingency representatives who demand all sorts of free considerations.

He told me the story of a motorcycle company that failed to give any support to their World Champion rider when he rode in this year's SuperBowl. So the rider packed his engine in his suitcase, flew to L.A., put the new engine in his old 500cc works frame, and rode that in the main event with no other support except for the team manager, who shoe-stringed along as his mechanic. Before the SuperBowl however, the company asked Goodwin for a block of free tickets, which immediately made him wonder why they had the nerve to do this when they wouldn't support their top rider — a World Champion, no less. He promptly told them to go shove it. At the SuperBowl, the champ — whom Mike had paid a *lot* of money for — didn't even place.

Mike had to resume dealing again.

That was okay, I had to heed the call of nature. The bathroom across the hall had a toilet whose design harkened to something out of Buck Rogers. A Venusian electric chair? A Tralfamadorian sex changer? No, just a weird looking piece of porcelain to hang a dump into. It was a stark contrast to the more serene designs that I am accustomed to.

Mike's toilet has interesting reading material, too. Stacked before me as I sat was CN's special road racing section, under that was a copy of "The Carroll Shelby Story" (Mike is very involved in sports car racing in the SCCA. All day he was making calls trying to fight a technicality in the rules so he could compete in the national finals at Road Atlanta. "It's worse than a heroin habit," he says.). There was a copy of "Winning Through Intimidation" beneath that, and a few copies of *"Playboy"* on the very bottom. On the toilet behind me was a copy of the "New Aerobics" on top of a pile of *Hustler* magazines.

Soon we have lunch: BLT sandwiches and milk. Diane tells Mike that he has some important sponsors to meet. That means dressing up. So he does, packs his attaché case, and we leave in his big white Caddy.

The Cadillac seems as big as the narrow road it has to slink down, but we do it in style. The car is all power. Power steering, power brakes, convertible, power windows, power radio antenna, climate control, power door locks. It's an extension of Mike's personality and drive for success.

We get on the San Diego Freeway toward Costa Mesa where Mike is due to talk business with some important

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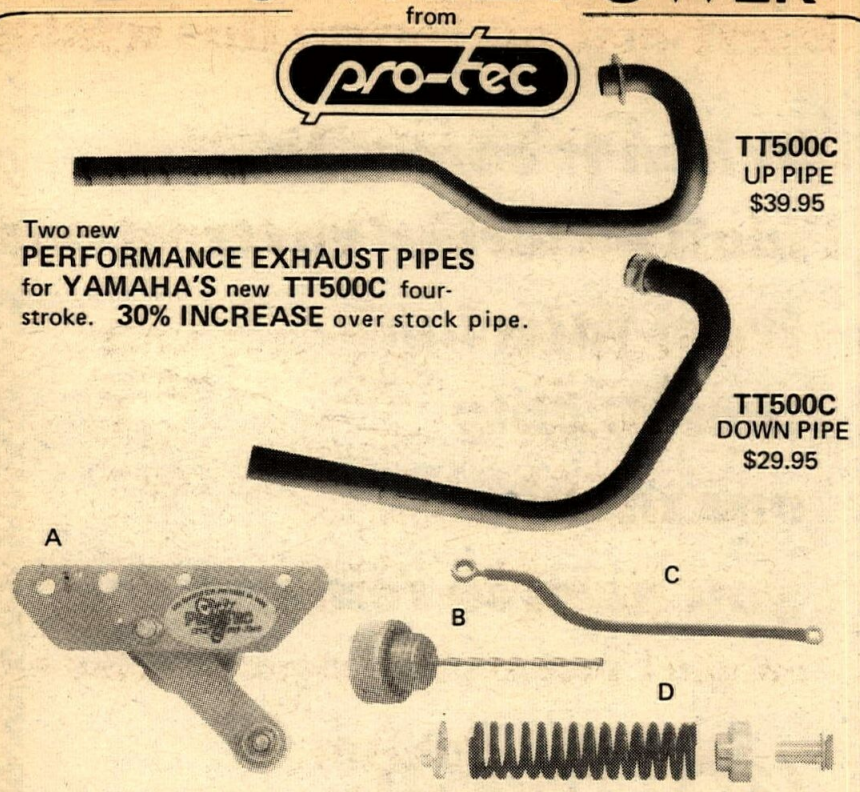

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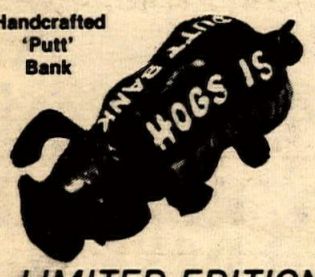

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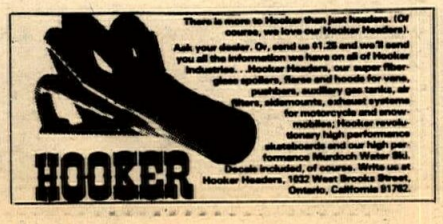

people. On the way, we rap about his upcoming American MX Finals, and his ever present subject of emotional debate: the AMA.

Mike tried for two years to get an MX into Angel Stadium and finally got a break to put it together with only three months head time. He had gotten his AMA-FIM sanction to put on what was originally billed as a "World MX Finals" with international stars from everywhere in the world, naturally. But problems soon arose. The Saddleback Trans-AMA was scheduled only two weeks ahead of the Anaheim event, and there was a consensus between Mike and the other promoters that a situation like this and so close would only hurt business. So it was agreed to move the Trans-AMA to another location. The AMA responded to this by putting pressure on Goodwin to cancel his event instead, which he couldn't, because he had already committed himself. The AMA then retracted the FIM sanction, saying that it hadn't been given in the first place, which Mike says is "out and out *bullshit!*" It was later revealed that the AMA had done the retraction on the pretense that the title of "World MX Finals" was too strong, to which Goodwin replied, "If you're going to pull the FIM sanction, then I don't need AMA."

Further sparring between Goodwin and AMA could have resulted in a lawsuit, but that was avoided when AMA gave assurances that they wouldn't interfere and let Mike go on his way. Shortly thereafter, AMA issued a letter to local television stations stating that Mike was using "unfair competition." "A lot of *heavy* BS," says Mike.

His reason for not fighting for the FIM sanction and then dropping the AMA sanction was that "the AMA had failed miserably in bringing over European riders for the Trans-AMA series." He thinks that having only two Europeans in an event billed as a "World" event would be a rip-off to the spectators and himself. The fault lies with the AMA giving a false impression to the promoters that a full contingent of Europeans will be on hand. Promoters are duped into believing this, to discover that only *two* Europeans show up after $10,000 is given to the AMA for purse money. The promoters then look like the bad guys to everybody, including the AMA who led them along in the first place.

This happened to Goodwin when he began the SuperBowl. AMA promised they would secure all the European riders for the event, but they never came through. The first two years of SuperBowl got bad press for not coming up with the Europeans that were promised in the ads. From 1974 on, then, Mike has negotiated all his own contracts with the riders who have appeared.

The Anaheim event hasn't been hurt despite the lack of AMA sanction. Mike promises the best American riders will be there, "the cream *de la* cream . . . I think we will have a better show at Anaheim than we had at the SuperBowl. It's going to be one heck of a show!"

At Costa Mesa Mike parks the Caddy in the parking lot of a new office building. We go into one of the offices, and a matronly secretary greets us. Mike gives a passing review of a couple of offices which might be needed for temporary expansion in the closing days as the Anaheim event gets more hectic.

He talks with two men who are, I guess, his sponsors. One is tall, dark, in his 40s. He's an advertising man. The other is older, shorter, grayer and wrinkled, with a semi-paranoid look behind his eyeglasses as he sees me with my camera and tape recorder. He's wearing the latest style for middle-aged hipsters: print body shirt, beige flared pants, and white loafers. I think he hates me. He reminds me of the Godfather.

Mike says, "Oh, yeah, this is Rex Reese. He's following me around for a couple of days . . . Uh, if you don't want him in on our conversation, he doesn't have to be." The Godfather looks at me and says no, so I wait in the office foyer. Mike and the two guys go into the Godfather's office. I wait and sit for a long time.

Micheal Goodwin is a mystery to me. He's paradoxical with that big, bucolic (6 foot 3, about 250 lbs.) body of his that reminds you of a college football jock. But his energy and constantly working mind make the difference, and in a more than surprising fashion. Who else would have thought of taking the mud-splattered and beer-drenched sport of motocross out of the boondocks and into the L.A. Memorial Coliseum?

He's a wheeler and dealer in the finest sense of the phrase, talking about all seemingly mysterious and abstract elements of promoting with the knowledge of a wizard alchemist who knows that if those mysterious and abstract elements aren't paid attention to, the world will surely explode in his ears. But if handled carefully they can transmogify base metal into gold.

Mike's only 30 years old, and has a lifestyle that amazes me. He's got the big business, the big house, a big car and a pretty girlfriend. He's "got it made" by most standards of America. Diane once said "Mike Goodwin is one of those rare talented people that does well at expressing himself, whether be it on paper, pictures, or anything . . . Right now we're at a point of what we're going to be doing the rest of our lives. Mike wants to be a race car driver, but that depends on how much he wants to be one because it's *so* expensive. But he has one advantage over the other race car drivers because he can promote himself."

Media Max, Inc. is not the heart and soul of Mike's business world; that is to say that he doesn't live by race promoting alone. Motorcycle race promoting makes up only 30% of his yearly income, but it does take up 70% of his time. The majority of his income derives from real estate developments.

In his spare time Mike takes pictures, skis, swims, dives, hunts, rides his motorcycle and chases women (he and Diane, who will be married in December, have "an understanding." "Which is good," Mike has said, "for someone as hypertense as myself.") he drinks and whoops it up with the same kind of intensity and gusto that he puts into his work. "Work hard and play hard," says Mike. "In other words, 'relax fast, Mike, there's not much time left.' "

Michael Goodwin wouldn't have gotten this far if it hadn't been for ambitious early beginnings. He entered Pensacola Junior College in Florida at age 17, where he was the social chairman for a local fraternity; and after attempting to enlist the help of other frats for the fraternity dances, he began to stage them himself complete with bands and beer. These were very successful, and made Mike good money. He then went to Auburn University on a Navy scholarship and majored in engineering. A busted lung during a dive ended his scholarship, so Mike took a year off and returned to Florida where he worked as a fishery biologist on Sabina Island identifying fish and sharks for the Wildlife Service. He wrote a booklet on the subject titled "Fisherman's Identification to Sharks of the Gulf Coast" at age 18.

But he was itching to learn marketing, so he sold all his fancy things to finance four years of college and headed West in 1964.

College marketing courses taught him nothing that he didn't already know. With six units before graduation, Mike was hired by Proctor and Gamble to manage half of San Diego County. During the one and a half years that he did this, he was holding another job producing a liquor wholesaler's magazine. He became Proctor and Gamble's top salesman for five months straight, with his "supreme accomplishment" being the sale of a boxcar load of brownie mix to Fed Mart. Mike had expected more than the $25 raise that the company gave him for his glorious efforts, so he left with a friend for Europe, but only got as far as a $1.80 a night Bowery hotel in New York.

The friend got drafted, so Mike returned to California where he was hired by a rock promoter and put in charge of out of town promotions. A

year later Goodwin struck out on his own and became one of the largest rock concert promoters on the West Coast in 1969-70. He staged concerts for Janis Joplin, Jimi Hendrix, the Stones, Chicago, the Beach Boys, Seals and Croft, and other greats. He learned that rock and roll was the school of hard knocks, "because everybody will stab you in the back."

But Mike's small company had overextended by spreading its meager capital a bit too thin over the expected gross income. The death blow came from Mai Lai, Kent State, and a bear market that laid the Woodstock Era to its final grave. At the end, the company had only made four percent of its expected gross, which disappointed Mike enough to buy a VW camper and split to Alaska with Diane for four months, where he had time to hunt elk and reflect on his life.

He then ventured down to Central America on an underwater movie project. While there, Mike received some motorcycle magazines from his ad agency that he owned in San Diego. He read where short track had been promoted in Madison Square Garden and said, "If Madison Square Garden can sell out short track, motocross, we think, we can do a better job!"

So he went to Sacramento and promoted a $3,000 purse event that was sponsored by Olympia beer at the Cal Expo fairgrounds with 13,562 people showing up to see it. Though it wasn't perfect, it had been described as "Woodstock West." Things were rolling again.

Mike then decided to go big time with motocross and set up three AMA events with oversized purses at Sacramento, Saddleback, and San Diego. He almost lost his shirt, but by then Mike had negotiated for the L.A. Coliseum, and spent his last few bucks getting the SuperBowl on its feet. He asked five well known investors to back his idea, only to get laughed at. But Mike finally got the money to finance the event, and needless to say, the first SuperBowl was a success. And the success hasn't stopped since.

Mike finally steps out of the office and we leave.

On the way back, I ask him if he ever plans to do a $100,000 Evel Knievel-style MX, and he says, "No. It won't be like Evel Knievel's, because it will be good." Then he grins, "I just completed negotiations for what may be the world's largest motocross, which will feature $100,000 in prizes and money."

(Continued on page 42)

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SRA GP: Objective/personal/gonzo journalism attacks Riverside & crashes

By John Ulrich

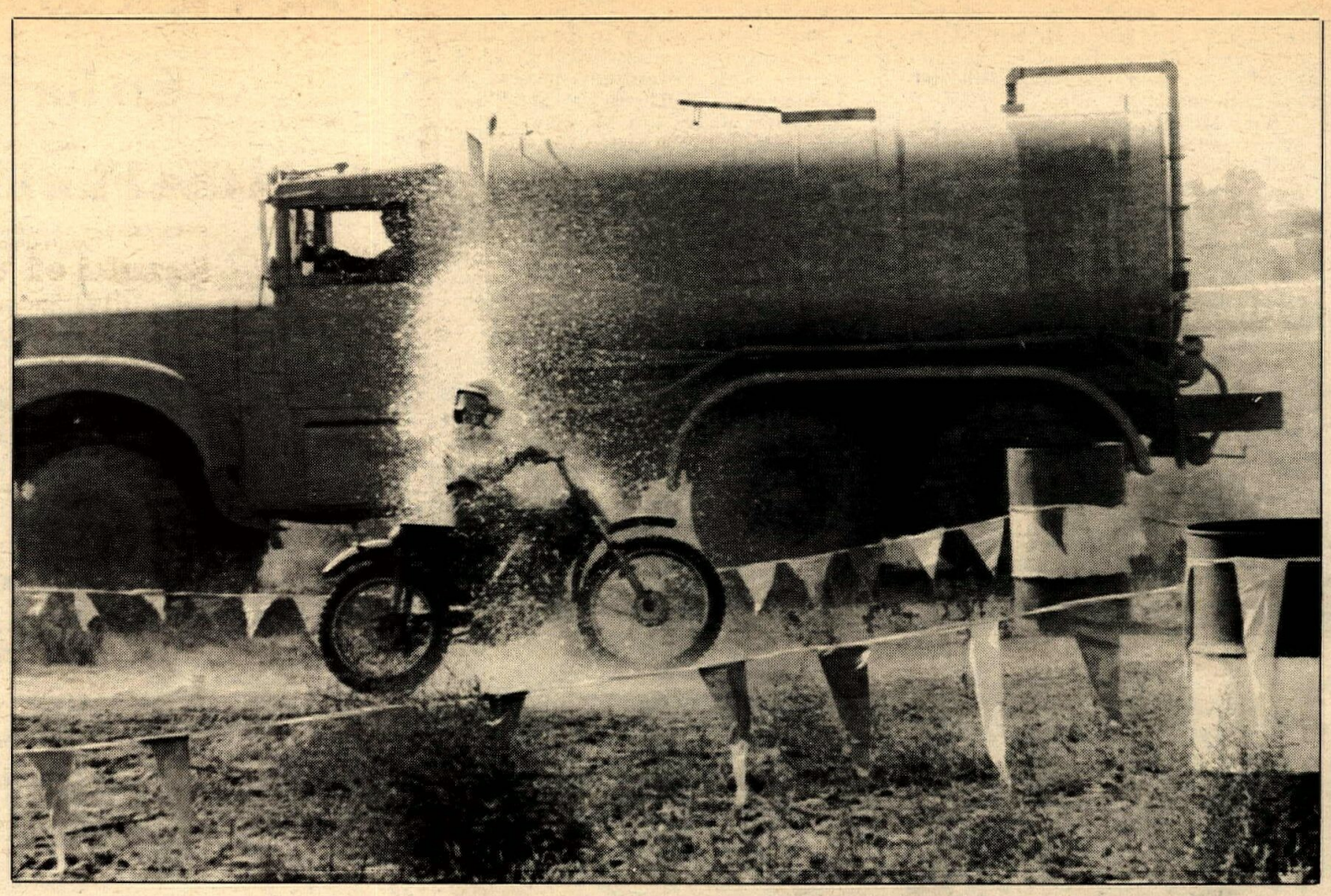
RIVERSIDE, CAL., NOV. 16

Nearly 1000 riders entered the Sportsman Racing Association's 10th Grand Prix at Riverside Raceway. What those 1000 riders got for their money was seven laps on a 10 mile course winding back and forth inside the giant racing facility. About one third of the lap was asphalt, laid out on parts of the road racing course and access roads. The rest was dirt in forms varying from smooth and WFO to rough and rasty.

The diversity of entries was amazing. Most of the machines wore paper "pie plates" to conform with SRA's unique numbering system. Underneath those pie plates were motorcycles ranging from Suzuki RMs to Yamaha thumpers to a CL175 Honda to an Indian micro-mini bike. Riders ranged from sponsored and dressed in the latest moto-fashion to Levi-and-lace-boot beginners.

A water truck watering the track and riders during and between races couldn't move fast enough to keep the entire long course free of blinding, choking, throat-drying dust. It was able, however, to make transitions between pavement and dirt very interesting. Selected slick spots following hardpan-covered-with-dust tested the skill of riders trying to go fast.

A couple of parents let a tiny boy on a midget Indian ride in the 0-125cc race. Charging through a massive dust cloud on a downhill leading to a concrete tunnel under another part of the course. I looked down to see this tiny figure putting along about 40 miles per hour slower than the group of racers I was coexisting with at the time. It was a good feeling to have missed the small boy. One never wants to run over a rider who doesn't reach one's kneecaps when seated on his machine.



The water truck not only tried to keep the track damp, but an occasional rider as well.

The long pavement stretches allowed machines and riders less suited for rough dirt make up time, if they were geared tall enough. But the down and dirty knobby boys did a pretty good job on the tarmac. At least one road racer who thought he was going to clean house on the pavement had to grudgingly respect some determined racers at this SRA event. When you've got to use strategy to pass, you know you've got a worthy opponent. Thank goodness for 15-32 gearing and a strong motor.

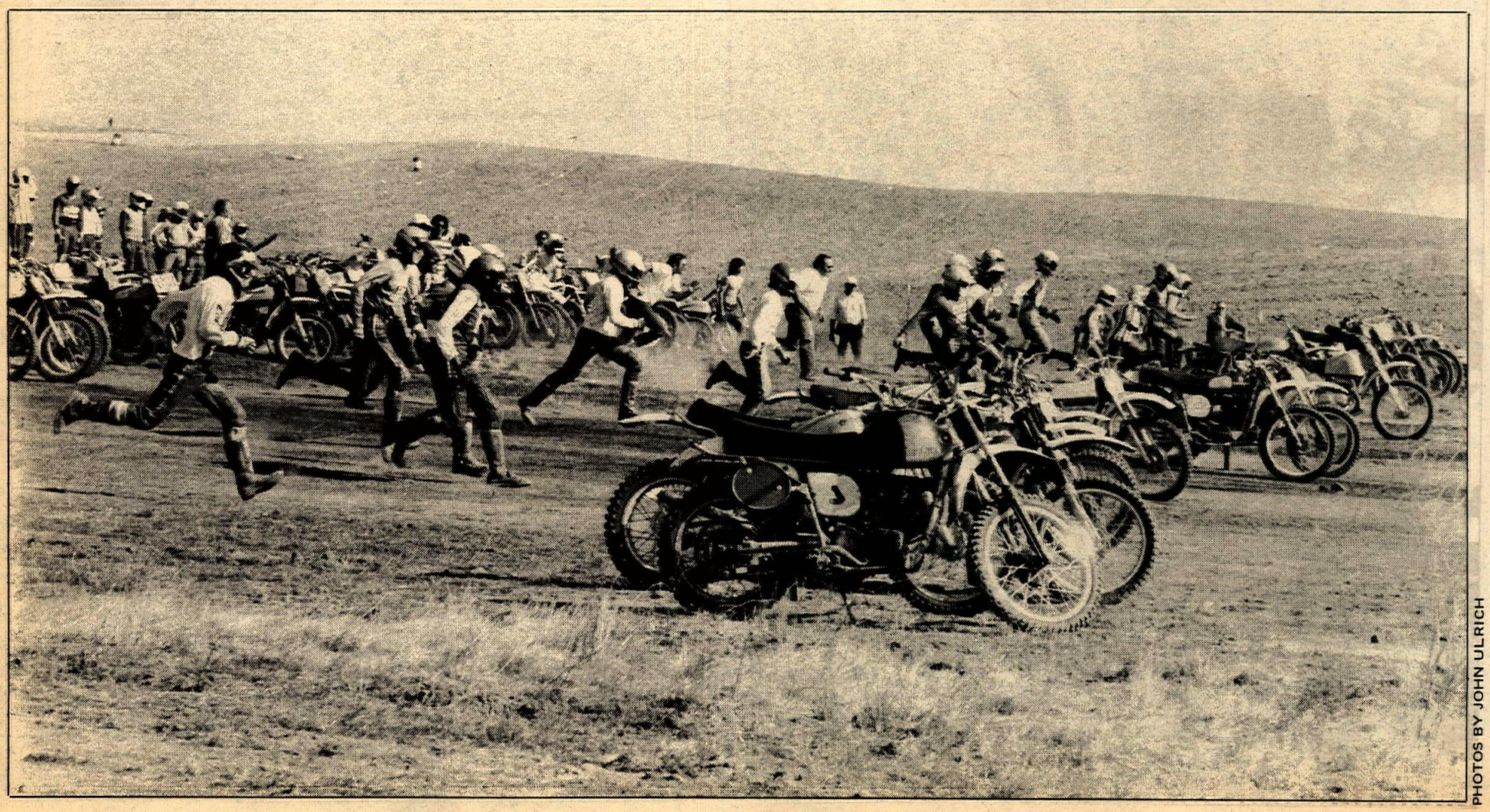
Ambulance service was pretty good, considering the size of the monster course, and helpful corner workers were happy to pull off at least one flattened motorcycle after a spectacular crash.

If you want to know more about this race, look at the photos, or imagine careening out of a dust storm onto a mud slick that leads into a pavement corner which leads to an off-camber, watered-down, whooped turn. Surround yourself with about a dozen riders, all of whom are about as fast as you are, no matter what your speed. Now try to deal with the course and the dust, try to hold on and not miss the turns, and try to pass all those other guys. What you get is a lot of genuine racing, a little inspired terror, and a wholesome shot of WFO jollies.

Not bad, these SRA deals. Why, when I recover, I'm gonna enter another one, and blow off everybody on the straights, and not fall, and . . . ●

Results in Results Section.

In order to be a winning rider, sometimes you have to be fast on your feet as well.



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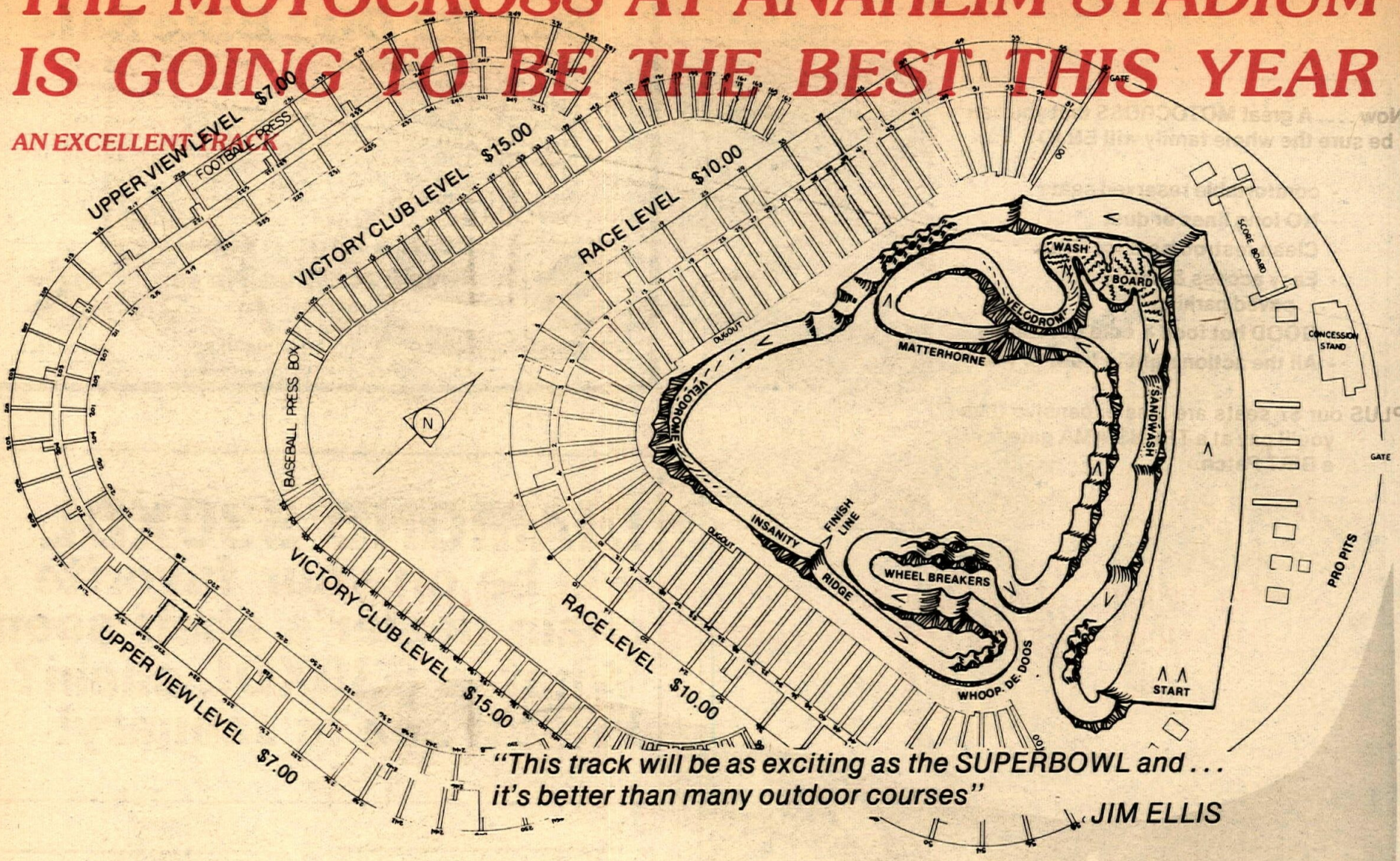

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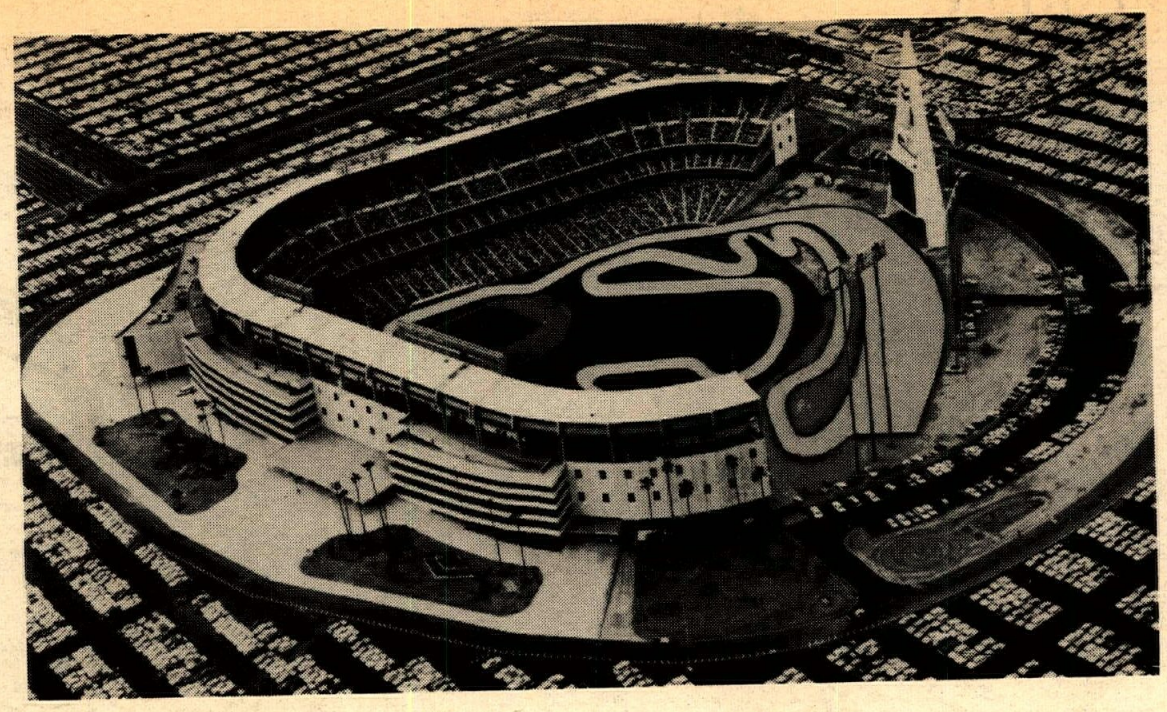

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MMI 59

Local hotline

JON HAYT

Jeff Jennings takes to the sky in pursuit of Bob Hannah, who beat Jeff in 250 Pro racing.

DICK WRIGHT

Jim Hale (7A) leads Brad Ayre, the eventual 125 Pro winner at AME's big-bucks MX.

Hannah & Rubly take Pro classes at Carlsbad

By Jon Hayt

CARLSBAD, CAL. NOV. 23

A beautiful sunny day greeted the racers at Carlsbad Raceway this Sunday and though the track had been well watered, by the end of the day, the entire valley was a big dust bowl as the wind ceased early in the afternoon. This didn't seem to affect Bob Hannah on his new Yamaha ride, as he put on a show that proves that he is one of the best CMC riders around.

Hannah and Danny LaPorte (FRA) got off the line together in the first 125 Pro race and the two were neck and neck for the entire race with Danny holding the lead. It looked as if LaPorte had the race sewn up when Hannah beserked it at the finish line and cut off Danny a few feet from the line. Hannah just grabbed a handful of throttle and flew over the finish, totally out of control and crashed into the storm fence that follows the track. He got up and ran around asking if he had won and wasn't even particularly bothered by his hurt wrist from the crash. LaPorte figured that it was no big deal because he felt that if getting yourself sent to the hospital to win was the key to success then he would let Hannah have it.

Warren Reid (Hon) got the holeshot in the second moto with LaPorte and Hannah right on his tail. Hannah got by LaPorte about halfway through the first lap and from there the three stayed close together until Danny ate it under the bridge after the down hill. He was slow in getting back up and ended up in last place after the third lap. Danny decided to beserk it for a while and finally caught the next-to-last-place rider and then crashed again. He got up, caught the rider again and was right with Hannah, who had taken over the lead, when Danny high-sided in front of the scoring tower. He decided to take it easy and finish while Hannah ran away with the 125 Pro class.

The 250 class was the clincher for Hannah. Bob Elliott (Mai) got the holeshot in the first moto and was hotly pursued by Hannah, Jeff Jennings (Bul) and Bill Rubly (Mai). Bill was in third for the first three laps when Jeff Jennings slipped by him and started making tracks for Hannah. Elliott and Hannah had taken up a sizable lead in the meantime and the two began to dice it out. They traded places three times on the uphill in lap five. Elliott managed to hold his lead up until the eighth lap when Hannah got by and took the win.

The second 250 race saw Rubly get the holeshot and an early lead when two riders crashed on the downhill on the first lap. One rider broke his arm and was pretty badly hurt. The race was halted so that the ambulance crew could get him off the track. With the restart, Hannah got the holeshot and Rubly came out fourth. Hannah kept his lead and soon had a fast-flying Jeff Jennings on his tail. Jennings was making time on Hannah when he crashed and got back up, still in second but not close enough to Hannah to be a threat.

While Rubly may not have done so well in the 250 class, he more than made up for it in the 500 class. Bill showed the crowd why he is going to be wearing the CMC Number One plate next year as he got the holeshot in the first race and won easily. Rubly decided that he would cruise the last moto and when Bob Maxwell (Bul) got the holeshot, Bill was forced to do some racing after he had worked his way to second. Maxwell held off Rubly's repeated charges and Bill decided to take it easy in the last race of the season. ●

Results in Results Section.

Holcomb takes two at AME Ridgecrest

By Dick Wright

RIDGECREST, CAL., NOV. 16

The Ridgecrest motocross group recently joined the AME and put on their first big motocross race with a $1,000 purse. The response to their advertising and good purse actually brought out more riders than they were expecting. The sign up and practice were held up, but all the problems were resolved and the Experts did get their four laps practice and the day started at about 9:30.

One of the best races that this follower of the sport has ever seen was the 125 Expert class in the first moto. The local hotshoe, Brad Ayre took the lead on his hot Honda, but Jim Hale (Hon) was determined to take it away from him, which he did at the midway point, only to have Ayre take it back two laps later. Then to make it even more exciting, the hard-charging Bobby Jones passed Hale and raced Ayre to the finish line. He almost pulled it off, only to be short by one foot at the checkered flag.

The second 10-lap moto was just about a repeat of the first; Ayre again taking the lead on the first lap with Hale again pushing very hard and generally following by one wheel length. Again Bobby Jones got by Hale and challenged Ayre, but Ayre withstood the pressure, did not make any mistakes and pulled it in for the win, which was a spectacular race and again, Bobby was right on his heels for second.

The 250 Pro race was also a crowd pleaser, on the first moto with Eddie Cole, on a hot Bultaco, grabbing the first moto lead, he pulled out a good margin with Donny Hanson (Mai) moving up along with Bryar Holcomb (Bul). As the race progressed, Holcomb was able to take Cole and move out for a good lead. Cole seemed to have some problems but held on for second with Hanson taking third. In the second moto, Will Harper (Mai) got the holeshot with Jeff Wright (KTM) right on his tail. Before the lap was over, Wright had taken the lead and was stretching it out. But as luck had it, Wright, with a comfortable lead, went over the jump on the main straightaway and dropped the chain. Hanson taking over the lead, with Holcomb not far behind.

When the points were figured out, Holcomb pulled off the overall win, Hanson was second and Harper third. ●

Results in Results Section.

Jannings' lucky night at AME MX

By Denise Beardshear

VALENCIA, CAL., NOV. 14

The 125 Pros stole the show Friday night at the Dunes. Jerry Shore (Hon) grabbed the lead in the first moto with Andy Jannings (Hon) and Bobby Jones (Hon) in hot pursuit. Jerry outrode the pair almost the enitre race, but crashed by the tower and dropped back. At the same time, Jones slipped by Andy to take over the lead. Shore, meanwhile, was back up and managed to cut inside the third-place rider, but couldn't catch Jannings and Jones.

Jones shot into the second moto lead but slowed with a flat tire. Jannings got by to take the overall. Shore was running third, but DNFed, leaving second to Jones.

Rob Jensen went down hard in the back section during the first moto of the combined 250 Pro/Intermediate/Junior race. Ambulance attendants at the scene signaled riders to cool it, and in the confusion, some thought the race had been called. Among them was the first Amateur Joe Howton (Bul), who with one lap to go, pulled off to check on the fellow rider. He was appropriately credited with the moto win, though. Will Harper (Mai) topped Greg Oesch (Kaw) for the Pro win. There was a slight delay while the ambulance took Jensen to the hospital. It was reported that he was still unconscious on arrival.

Jan Kline (Hon) was a shining example of just how fast the ladies are these days. The 100s started first, then the Powder Puffs. Jan, along with the entire womens' class, caught up to the 100s and picked them off one by one . . . much to their amazement! Kelly Bartlett (Hon) came in second; Craig Nelson (Suz) and Wayne McKelvey (Yam) took first in their respective classes.

AME announced that night racing at the Dunes will end for the season on December 5. ●

Fish leads D-37 women's movement

By Denise Beardshear

SIMI VALLEY, CAL., OCT. 26

District 37's Women's Division has certainly gained spectator popularity during the season, and the Double Crossers MX was no exception. Sue Fish (Yam) smoked the pack with Johanna Stenersen (Yam) a ways back in second. Chelle Blyth was looking for her fifth transfer to Expert, but blew up her bike in practice. A fellow rider was kind enough to loan her a Bul, but it was all poor Chelle could do to make it up the hill!

Halfway through the first moto, Kim Byers (Hon) lost control on the long downhill, and culminated her tank slapper in a royal endo at the bottom. With nowhere to go, leading Novice, Linda Stinebaugh (Suz), chose to hit Kim's bike rather than its rider to the right, or Charlene Higgens (Yam) to the left. Both Linda and Kim will be out of the racing for a while as a result.

Louis Darling (Hon) walked away with the 125 Expert win, ahead of Tyrone Brown (Hon). Jim Connolly

(Bul) moved up throughout the race in his usual style . . . but was never close enough to challenge. His bike just doesn't seem to have the pep for Valley's grades.

Allen Cooke (Bul) cleaned house in the 250 Pros, but kept looking down at his bike as if trying to pin-point a noise. Luckily, this time it didn't give him any trouble. While in the 500 Amateur/Expert race, Jim Connolly (Bul) was eating up the track, picking the best lines like the old pro he is. Somehow, he managed to pick up additional seconds on his competition in the upper section (between the uphill and downhill) every lap. Overall, though, it was Steve Rawson (Suz) who took the win over Jim. ●

Results in Results Section.

Elsinore TT: Guys scramble to stay ahead of the girl

By Andi Gangewer

ELSINORE, CAL., NOV. 15

It was truly a night to be remembered at Elsinore Raceway. Since a District 37 point run was the following morning, a lot of the best riders around were present.

The 250 Amateur/Expert class was one of the highlights of the evening. The three Amateurs started out front of the Experts. Dorothy Rowe, the 15-year-old hotshoe was a first timer to Elsinore. She had some tough competition but took to the track like a duck takes to water. Eddie Beeson was also on hand and was the victor of all three motos but not without a workout. The first lap of race one went to Rowe with Beeson right behind. As the bikes came around the esses and over the jump, Eddie was out front followed by Joe Steffen holding Dorothy to the third.

Moto two was up and off and Beeson blasted into the lead almost immediately. Dorothy held second until lap three but Steffen took it away

As the final moto rolled to the line and got underway, it was Rowe again in the first spot and Beeson right behind. Dorothy was at a disadvantage being a newcomer, but she gets full credit for holding Eddie to the second for one lap, which the best riders at Elsinore have a hard time doing. As Eddie snuck into the lead, Dorothy now had to contend with Joe Steffen. She held Joe off until the last lap, where experience went against Dorothy and Joe took second.

The Sandak special race was one to add to the program. Jim Wright brought out a bunch of buddies to race for the first time ever. Ron Jenkins, the oldest son of Jenkins' Hot Shoes, Steve Polcyn, Jim's mechanic, Doug Hannon, an Ascot buddy of Jim's, Larry Bird, a familiar face at both TT and motocross, and some other late entries made up this special race. Jenkins was the only rider who started on the line and Jim, Larry and Steve were lined up on the jump. The race began and Ron was off riding a 125 Yamaha and decked out in his dad's old leathers. Ron took first every lap as Wright, Bird, Polcyn and Hannon followed him doing wheelies and generally goofing around. Moto two was on the line and two new entries were added, Rick Marquis and Danny Perkins. Jenkins again held the lead every lap as the other five Sandak Specials fought it out between themselves on who would be second. Wright took second again, followed by Rick Marquis. The final moto again went to Jenkins and the second went to Wright. The next positions were rather hard to determine as three bikes came over the jump at the same time doing wheelies. Ron took home his first trophy ever from his first time on a race track. ●

Results in Results Section.

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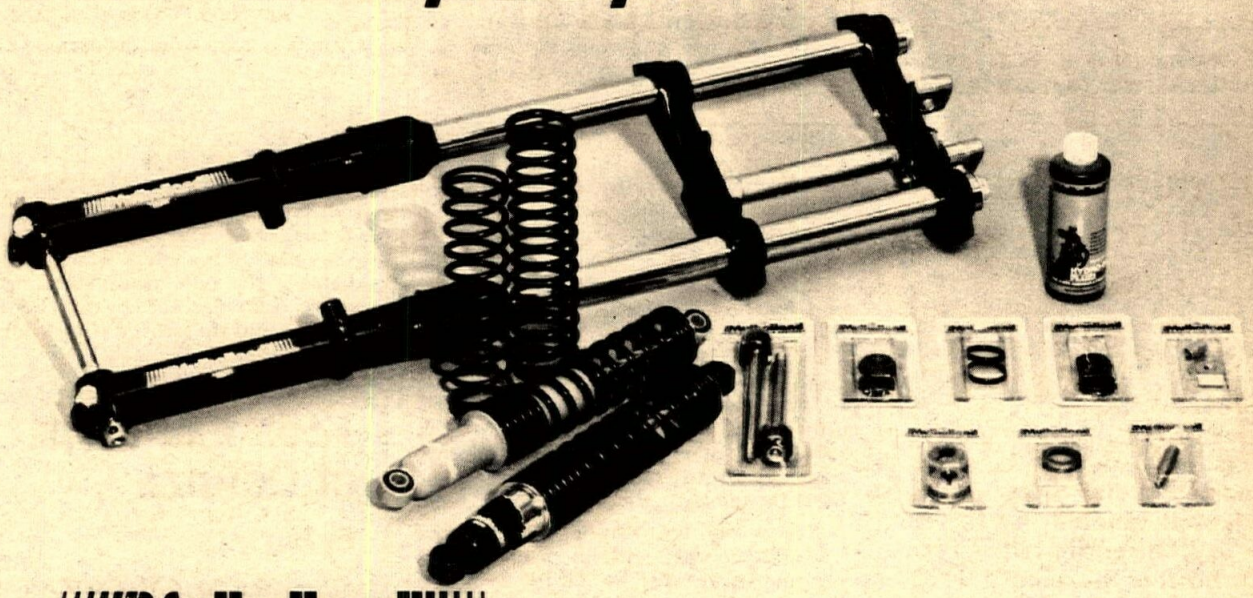

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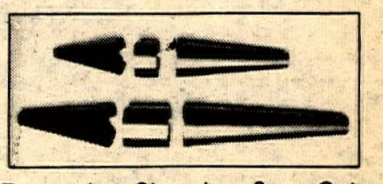

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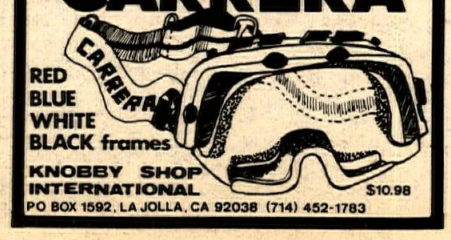

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Local hotline

Tyer ties up RTMC MX

By Mike Yada

CARLSBAD, CAL., NOV. 8

Flying Machine Factory rocket Mark Tyer gave RTMC racers at Carlsbad a good look at his rear fender by outrunning the rest of the Open Pros on his new RM 250 Suzuki.

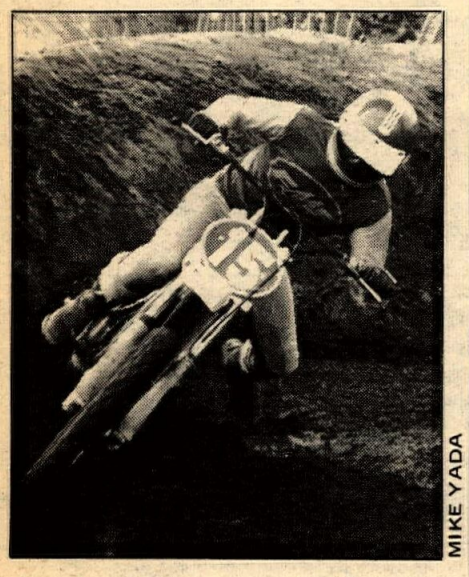
Sherman Schneller (Suz) opened up the day by cranking out the holeshot only to overshoot the first turn and nearly nail the chain-link fence. That slip allowed Tyer to take the lead, followed closely by Tamali Smith (Kaw) and Ron Turner (Suz). Schneller got up from a last-place first lap and began to move up rapidly through the pack. He soon moved up behind Smith's KX, only to drop back within a few laps. Tyer had a lead over the rest. Tamali finished going full on in second, Turner third, Schneller in fourth.

Tyer immediately resumed his hold on top spot at the start of the second moto, leading John Smith and Tamali Smith out of the gate. John wired it on and passed Tyer up the bumpy hill. Tyer didn't let up, though, as he quickly repassed John on the downhill. Tamali Smith and Turner then got around Smith to play a dice for second. Turner stayed exactly a second or two ahead of Smith, not even giving him an inch of room. In the meantime, John Smith moved back one more notch as Gerald Stewart (Yam) got around him.

While Tyer had full command of the lead, Turner and Smith were still at it, only for third, as Schneller swept into second. Tamali put the pass on Turner on the final lap. The pair jetted down the famed Carlsbad downhill, with neither giving way. Tamali got up next to Turner and nudged him out of third, then shut the door on him.

Tyer went home the happy winner, while Tamali's late pass gave him enough for second overall. Schneller ended up third, with Turner capturing fourth. ●

Mark Tyer dominated the combined Expert class in RTMC racing at Carlsbad.



MIKE YADA

AMC MX

By John Bethea

EAST IRVINE, CAL., NOV. 14

After several weeks of the Friday night program, AMC's Betty Lasker read the writing on the wall and decided to switch back to the more successful Wednesday night show. However, to allow the word to spread, the crew took on one more low-turnout Friday, the last of the year, and set plans on rebuilding the mid-week showdowns.

Only 61 riders entered but there was still some fine racing.

Professional victories went to Paul Schones (125 Hon), Mark Marinez (250 Mai) and Steve See (370 Suz), but the best racing came in the Amateur ranks.

Jeff Ward, the nationally known minicycle star, watched his opposition get increasingly tougher each moto. His first race was a 14-second margin of victory. By the final, it was a narrow scuffle against Bryan Jordan (Mai) who was second overall.

Ty Hanway put aside the 250 Beginners (?) with an expected clean sweep with Jeff Bates (Bul) grabbing a solid second.

The 250 Juniors went to Jim Carlino in come-from-behind rides while Dan Vivier got second.

AMC will race the next three Wednesdays at OCIR with the '75 series ending December 3. ●

Results in Results Section.

Corona finale

By Elaine Jones

CORONA, CAL., OCT. 29

Corona hosted 166 riders for their final race of the season and the action was hot and heavy on the TT and half mile courses.

Mike Tidwell was good for three firsts and one second to become the winningest rider of the evening. As usual his biggest challenge came from Mike Minnig who ran second on both the TT and half mile 250 Expert goes.

Gordie Kidd challenged Mike for the win in the 250 Expert Twin half mile but just didn't have enough to stay with Tidwell.

Mike's only defeat came at the hands of Murray Hoffman and then it was only after Mike had led most of the race. But what counts is the checkered flag and Murray was in the right place (first) at the right time.

Steve Fortune had a 750 Yamaha that did go fast and he proved it by running away with it all in the Open Expert half mile. Rod Sexton got the holeshot and went out in front but it only lasted until lap four when Steve took over and never looked back. Rod was second and Murray Hoffman third.

Don Grigsby led from start to finish to win the Open Expert TT while the fight for second raged behind him. It was Dave Johnson who did it the hard way, moving up from back in the pack to nail down the spot.

Steve Miller, riding for the first time as an Expert, was equal to the occasion, clipping Bill Barning at the finish line in the Division I Expert half mile.

Double winners abounded with Paul Cook the Open Novice champ both times. Brian Theunissen and Scott Thurlow both earned transfer to Amateur as they won both the TT and half mile in their respective 250 Novice classes. ●

Results in Results Section.

The ladies clean up Nevada trials

By Ron Busch

LAS VEGAS, NEV., OCT. 26

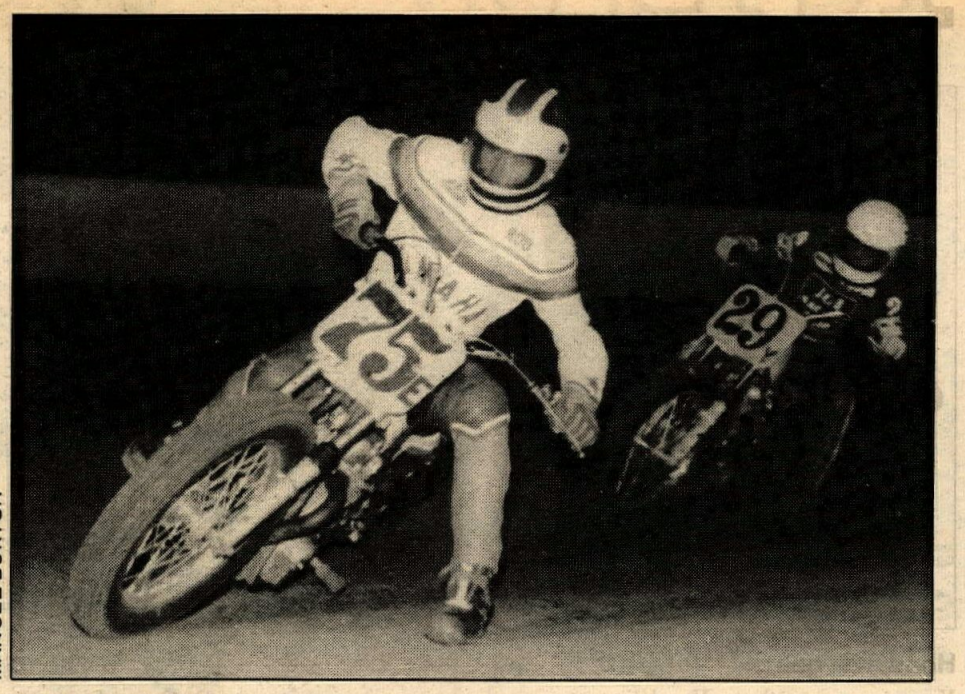
Marland Whaley's first visit to the Las Vegas area was an impressive one, with Marland winning the South Nevada Bogwheelers trial by 39 points.

Honda-mounted Whaley completed more than half the trial before he dropped a single point. Giving up only 10 for the day, Marland easily beat runner-up Ron Doster's total of 49. Jeff Fish took third with 64 points.

Jay Reynolds, of Ely, Nevada, competed for the first time as an Amateur and won, dropping 12 points, five less than local rider Paul Yates.

Another Las Vegas rider, Mike Clark won the Novice class, but he really had to work to defeat Fran Oldroyd of Cedar City, Utah, who had been terrorizing the men in the class.

Denise Hamm is an admirer of Debbie Evans. Only a beginner in competition, she has nonetheless learned how to balance the bike while standing on her head. Like Debbie Evans, Denise is a winner and she proved it by winning the Beginner class. ●



MANUEL BURTON

Rod Sexton (75E) got the holeshot in Corona's Open Expert race, but Steve Fortune got by to win.

125s mix it up at DeAnza

By Gus

SUNNYMEAD, CAL., NOV. 16

Ken Morris came out the top money winner in the 125 Pro class, berserking his way through the pack in both motos to end up at the checkered in second overall.

Taking top spot in the first moto was Intermediate, Clint Carman. In the second moto he had scooter troubles and couldn't quite get his act together for the top spot, but still managed to win the Intermediate class easily. Butch Baker and Bill Taylor hooked it out for second spot in the Pro class, with Baker taking command the last moto to take home second place cash.

125 Junior action was fantastic with four riders running away from the rest of the field and engaging in plenty of lead swapping and handlebar rattling. Danny McDougal and Danny Burtt went into the last moto tied for top spot, with McDougal getting the holeshot and Burtt nipping at Mike Dickherber's rear wheel. McDougal went on to win the moto. Burtt was able to get around Dickherber, but was repassed at the finish when he missed a gear. Final standings were: McDougal, Burtt, Dickherber and Steve Ellington. ●

Results in Results Section.

HSMX: Pacific squeaks by Garden Grove

By John Bethea

EAST IRVINE, CAL., NOV. 15

Pacifica High School walked into the special Garden Grove Recreation Division Championships as the odds-on favorites to win, but they dang near lost to an undermanned but powerful squad from Garden Grove H.S.

The scene was Orange County International Raceway and it was also the plot of a squeaker. Unofficially, over the PA, this reporter gave the win to Pacifica by a narrow two points, 23-21. The tally at the end of the night had the score tied at 22-22 with Garden Grove the victors on most overall wins.

However, when the rechecking was done, an error in one race tabulation was corrected and Pacifica again achieved a two-point victory, this time by the score 24-22. It all sounds like a narrow victory and it was.

The official count results in the fact that Pacifica took six overall victories while Garden Grove achieved only three. That in itself shows how strong Pacifica was, and is. However, with 28 members on the squad, Pacifica outnumbered Garden Grove's 15. The runnerup made good use of its few teammates.

Pacifica, which owns the OCIR HSMX team record of 29 points, got on the boards in the second event with Greg Williams taking the overall victory in the 100 Beginner. Before they scored again, Garden Grove was splurging.

That splurge came in the five divisions of 125 Beginners, Garden Grove's strong suit. Of the team's 22 points, 20 came in 125 Beginner competition!

The Garden Grove drive was soon done and Pacifica, behind by nine points, played catch up. Kent Hawksworth got four points and an overall win in the 125 Juniors and Jeff Collis added three more with a first place in 250 Beginner Division I. The two teams then drew even in the 250 Beginner Division II when Pacifica's Greg Williams took second for two points. The team totals read 20-20.

The final confrontation between the two schools came in the Open Beginner race and to show how tight they were, the overall tally ended in a tie with seven moto points each. Pat McBride got the overall for Pacifica with a second in the final moto while Garden Grove's Philip Pratt had a third. That spelled the difference between a tie and the two-point spread. Pacifica had taken the lead 23-22 and they added one more with Dan Burkhart's 250 Junior win in the last race of the night.

Many of the Pacifica team members left thinking they had won. But the school officials that stayed were upset to hear they had lost in a narrow tie. Then came the official word Sunday when the results were rechecked. All should be happy for Pacifica come the Trophy Awards night. ●

Results in Results Section.

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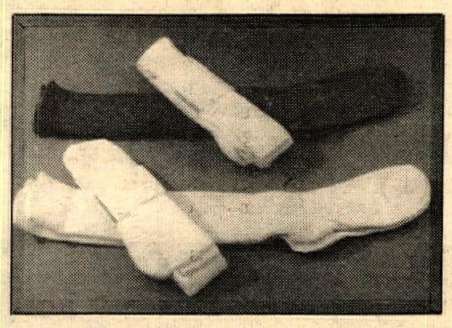

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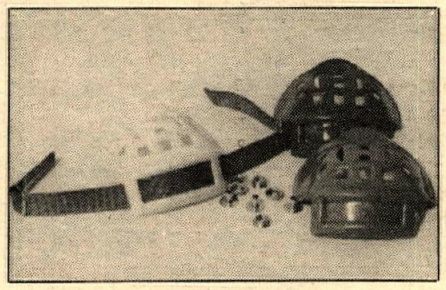

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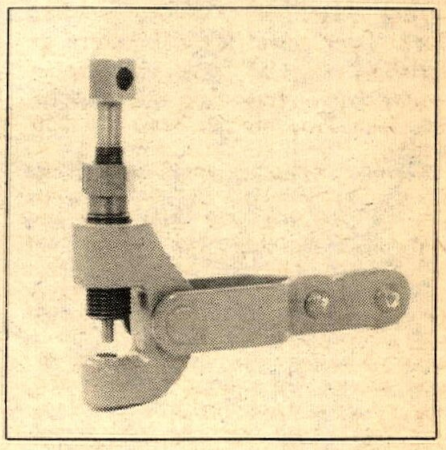

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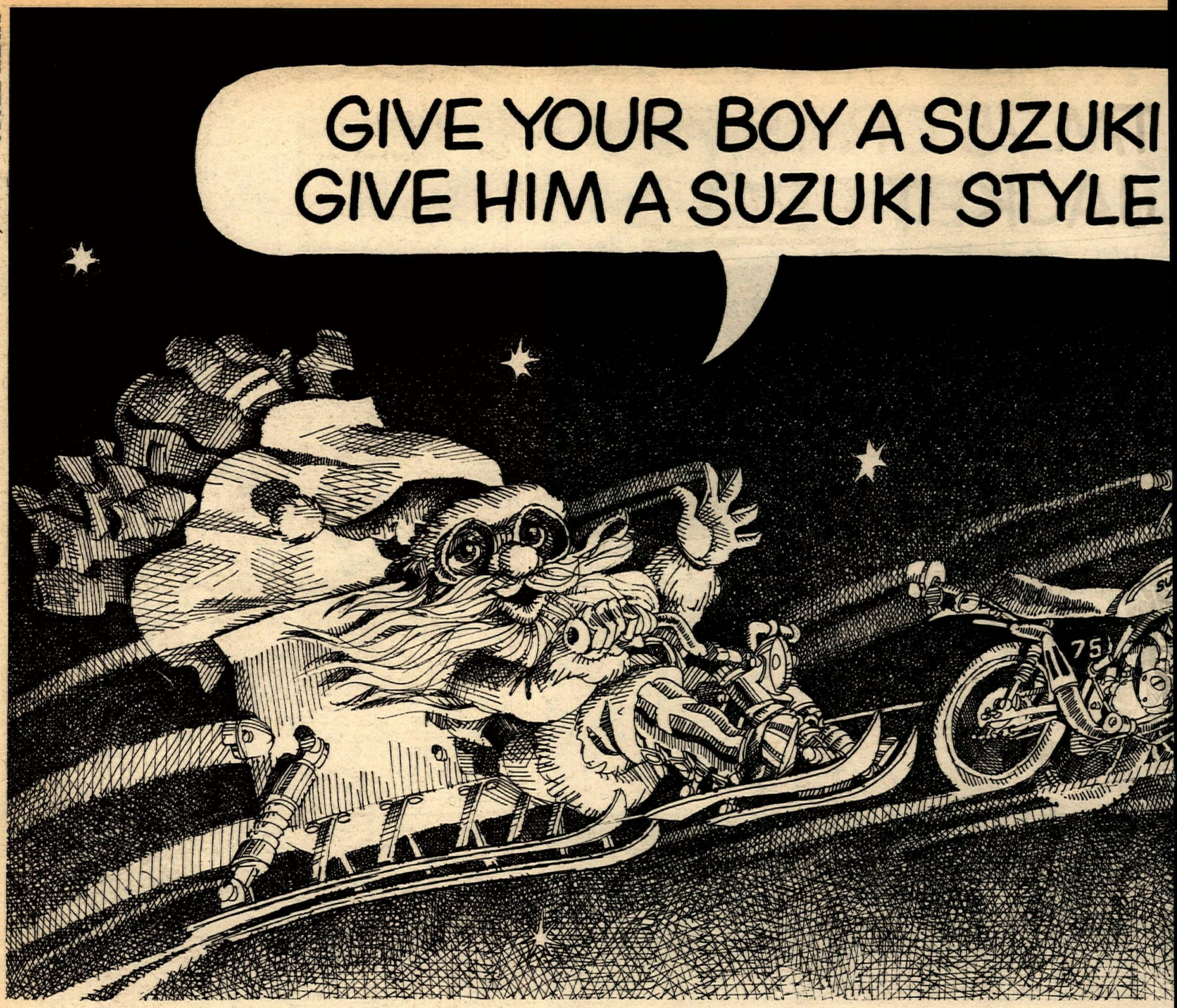

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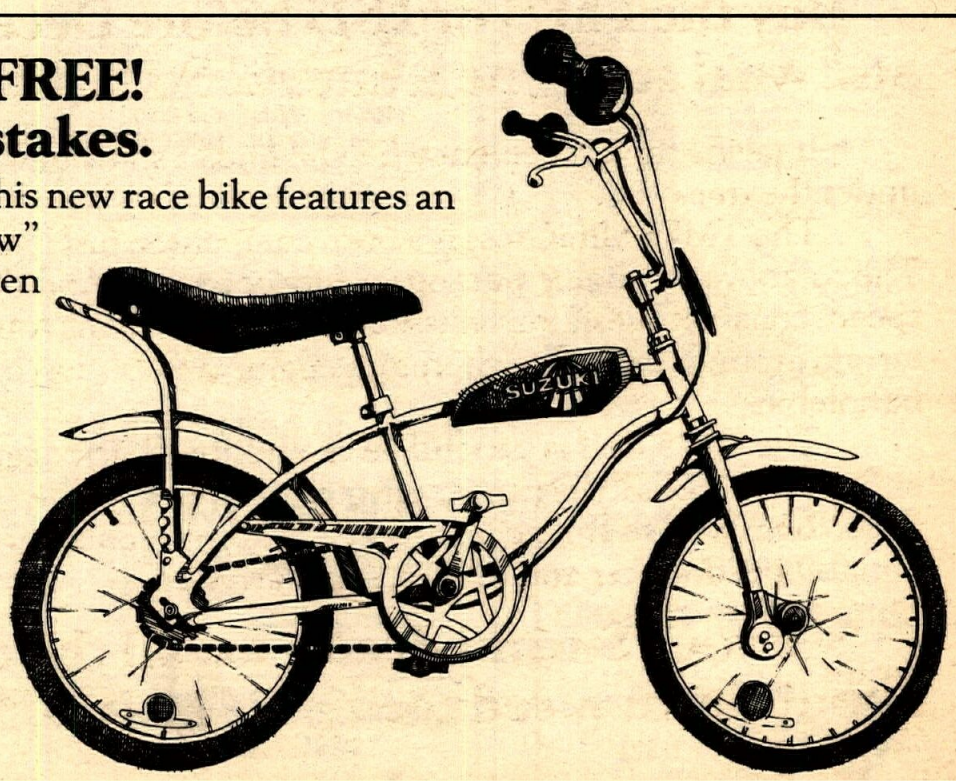

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CYCLE NEWS CENTR

CARTER GRESHAM

"Top Cat" Carter managed to (puff – pant) outlast the Over-30 (wheeze!) crew

Robbery twarted at Mosier Valley MX

By Dave Nielsen

ARLINGTON, TEX., NOV. 2

Short daylight hours, recurring cloudbursts, and an attempted holdup at the front gate all worked against the program at Mosier Valley MX Park today, but all concerned, including 253 riders, came out more or less alive. The isolated front gate of the park may have appeared to be an easy mark for the lone thief who attempted the hit around 2 p.m. but unfortunately for him, the gate attendant was off-duty Ft. Worth patrolman Glen Atkins. Nearly subdued by an electric stun gun, Glen managed to put a .357 slug through the thief's windshield, showering him with glass, and it was all over but the paperwork. The incident caused a considerable delay as track personnel and ambulance crews rushed to the scene, making a short day for Open Intermediate and Expert classes, whose second motos were called off due to darkness at 5:30.

Bobby Pickard (Pen) continued his dominance of area motocross by clear victories in 250 and Open Expert action, while the 125 Expert final saw a turnabout in the last lap that caused a three-way tie for first overall. Mike Hullett (Suz) and Eddie Walker (Yam), second and third at the checkers of the opener, fought for the lead in the final, with first round winner Shawn Smith (Yam) suffering a bad start and crashes. Both Hullett and Walker went down several turns from the finish, and previously unnoticed Ricky Blackwell (Yam) came across first for the win at 5-1. Fourth-running Larry Smith (Yam) suddenly became second and second OA at 4-1, edging Hullett (2-4) and Shawn Smith (1-6). Walker was just out of the top four (3-5), after looking like the winner until that last half-lap.

The RM Suzukis are showing up more and more out front of the pack in a variety of classes. Today, Arlington Suzuki riders topped two of them, with 100 Novice ace Ron Kunz sweeping both rounds (again), and Joe Dowdy doubled the Open Intermiediate motos. Irving Suzuki-based John Rubin topped a powerful 250 Intermediate field, while teammate Dennis Goodson took advantage of Mike Athens' (Hon) misfortune in the 125 Intermediate after Athens hit a late Open Expert finisher where the first turn feeds onto the course. Goodson went unchallenged then for 2-1 marks, as Athens remounted for second OA at 1-5. Wayne Williams drove his RM through the rain for 2-2 finishes and first 250 Novice, edging Bobby Green (Suz, 1-3) and Stan Cross (Bul-4-1).

It was probably the first real mud run for many of those in Junior Minibike, with top slop-slinger Steve Pate (Yam) holding off Frank Rousseau (Yam) for the win, as attrition narrowed the field of 15 considerably. Darin Eames (Yam), a 10-year-old who only finds competition in the Over-12 Senior Mini class, saw his first moto lead go away when he laid down avoiding a track-crossing spectator. A couple more falls in round two put him sixth at the finish. Mark Loving (Hon) kept the gas on for a 1-1 score, while a heated duel for second went to Keller Crowley

(Yam) over Tony Nielsen (Hon), who slipped from the runner-up spot on the last lap.

Spirited racing in the bulging 125 Novice ranks saw this year's Texas champ minicycler David Jones win his first race on a new D-FW Honda Elsinore in Division I. Jones can hardly do much footing in the corners due to his height, or lack of it, but still charged to first in both races. In Div. II, Robbie Pannell (Bul) showed 'em the back view in the first moto and challenged for first in the final until succumbing to the mud monster on lap two. Yamaha-powered Greg Biggs took it the rest of the way to first OA at 2-1, easily outpointing second place Jimmy Jones (Suz, 5-2).

The Over-30 class brought out the best in T.C. Carter, and the ace Yamaha entrepreneur proved the best mudder on one of his wares, a 400 Mono. Jim Edwards (KTM) finally headed Hazen Smith (Yam) for second, and Don Bundrant logged a few more miles on his Ossa to take fourth. ●

Results in Results Section.

Agency's natural terrain impossible in rain-races called after first moto!

By Dick Ainsworth

AGENCY, MO., NOV. 9

The Motocross Division of the Midwest Hillclimbers M/C of St. Joseph, Missouri, held their final motocross for the year. (They will switch to hare scrambles until spring.) This is truly one of the few natural terrain tracks around.

The rains started to fall during the first Open Expert moto thus the yellow

Mickey McCreary was leading the 100s until the Agency track's yaller goo topsoil sorta slipped out from under.

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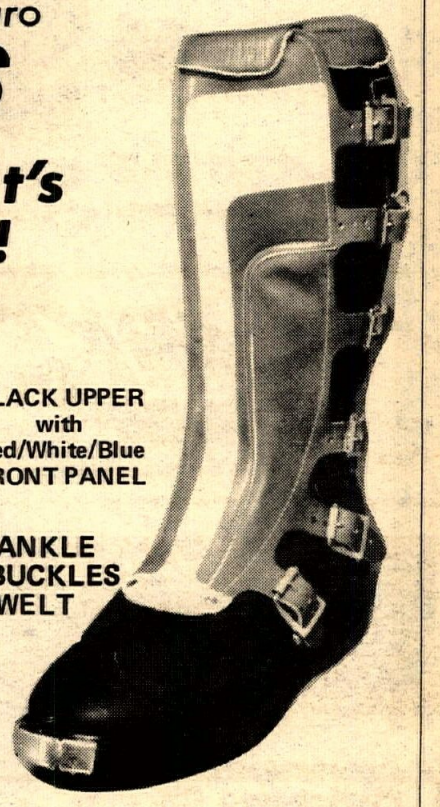

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CYCLE NEWS CENTRAL

And Terry Crutcher was top 125 Expert on the natural-terrain circuit until Dave Osborn showed up.

clay became impossible on the few level places on the track. So their super uphills and downhills were out of the question.

Joe Yeager took the 125cc Expert lead and held it until lap two when his exhaust pipe came off. This caused a three-way battle for the lead between Jerry Crutcher, Richard Hird and Dave Osborn. Crutcher led until the seventh lap when Osborn got by and won.

Stan Peterson took the Open Expert lead and held it until the fifth lap when he called it a day when motor gremlins and Butch Patterson took over and won.

Wes Patterson took the holeshot in the 250 Expert and held it until the fourth lap when Joe Yeager shot by, but a lap later Patterson caught Yeager and passed him on the steep downhill staircase at the end of the front straight. Yeager stayed close and challenged for the lead several times but couldn't get by. ●

Results in Results Section.

Rio Bravo MX

By Mark Knowles

HOUSTON, TEX., NOV. 9

With the Lake Whitney Trans-AMA luring many area riders away, Rio Bravo treated the small crowd of loyal racers to racing backwards. The highpoints were Bo Koch as he once again demolished the 125 Expert class and young Greg Howard, who collected cash in two classes.

The 125 Intermediate class is becoming the class to watch as some of its top riders will soon be turning Expert. Today, Arthur Prater (2, 1) and Don Guillory (1, 2) set the pace which quickly separated them from the rest of the pack with Prater edging Guillory for first. Clint Ward (5, 3) slipped past Guy Romine (4, 4) in the battle for third.

The 125 Expert class was the hottest of the day with all in mind of upsetting Bo Koch. Glen Urquhart grabbed the lead in the first moto but Koch soon passed him, never being challenged the rest of the day. Urquhart experienced problems and California refugee Mike Wharton moved into second followed by Mickey Pizzatola. The second moto was a repeat of moto one with Koch out front and Wharton maintaining a safe second. Mickey Pizzatola (3, 5) took home third place cash as Chad Kennedy (7, 4) placed fourth.

Consistency paid Bill Green as he won the 250 Expert class with a pair of seconds. Steve Schramm (5, 1) overcame a sluggish first moto to place second as Greg Howard (1, 4) slipped from a sure victory into third ahead of Allen Humphrey (5, 3).

Greg Howard returned in form to win the Open Expert class despite finding competition in the form of Mark Pardue. Pardue (2, 3) placed second as newly turned Expert John Tutt (1, 4) faded in the second moto to third. ●

Results in Results Section.

Dallas Hill winner

By Diane Polley

DALLAS, TEX., NOV. 16

After the climb was over Sunday the popular opinion was that the only real winner was the hill. The expected duel between Tom Hairston on a 1000 Triumph and Gary Chandler on a 900 Honda four did not materialize because they both had handling problems on the 160-foot Lucky Landing hill. Gary Chandler did get top time of 6.75 on his 750cc Triumph with his first run in the 1500 class. The only other person who even came close to his time was Cleve Martin on his 360 Bultaco.

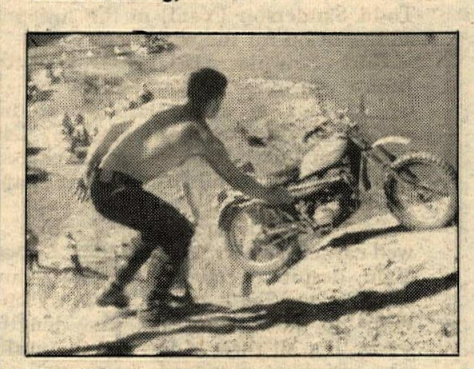
Cleve set a time of 6.96 seconds in the 500 class on his last run. He bought Chandler's old bike and took the best parts to use on his bike. It seems he has really hit on a good combination even if he does have to have someone pull him to get it started most of the time.

With the close of the championship season near, interest in who is on top is high. In the 200 class there are four riders still in contention for first. Norris Meeks has 39 points with B.D. Westerfield, Tommy Elkins and Sunny Holmes all within seven points. All of them ride 200 Bultacos and it's always a toss-up.

Sunny was the only one of the four over the hill today while the rest had trouble on the lower part. He also took home first on his 100 Kawasaki. Norris was seen back at the hill after it was over, practicing his takeoff. ●

Results in Results Section.

Three individual and stylish ways to lose it on the Dallas hill: The Basic Bulldog;



The "I'm tired, you go on without me" play;

And the exotic "I can't stop dancing" boogie.

PHOTOS BY DIANE POLLEY

FELIX ADAMO

Jim Birkle (66a) berzerks it in the turns, but not enough to keep Scott Dinkins (108a) out of the winners circle at Porterville.

CYCLE NEWS NORTH

TT Scrambles

By Cosmic Cat

PORTERVILLE, CAL., NOV. 16

The threat of rain hung over Porterville all day Sunday, and finally let loose to force the halt of racing just after the 200 Junior Main had ended. Trophies were awarded according to heat finishes for the remaining competitors.

The 100 Novice Main was run before the rain hit. Yamaha mounted Steve Gould took the lead on lap one, passing Todd Sanderson (Yam) in the sweeper, and went on for the win uncontested.

Curt Fournier (H-D) had the 100 Junior win in his pocket, but on the last lap down he went. Happily taking advantage of Fournier's mishap, Carl Wilkerson (Suz) grabbed the checkered, followed by Shannon Amaral (Suz) and Mark Ritchie (Suz).

Scott Dinkins (Suz) took a well-earned victory in the 125cc Expert Main, despite excellent riding of Duane Snell (Yam) and Derek Land (Yam). With no less than four bike lengths separating all three riders for the entire race, Dinkins managed to thwart off attacks from the two pilots who were right behind. ●

Hocking/Hodges manage money Marathon

By W. H. Spencer

LIVERMORE, CAL., NOV. 2

Rick Hocking teamed with Greg Hodges to take the lion's share of the Carnegie Pro Marathon. They did it with over four minutes to spare on the nearly four mile hare scrambles course.

Thirty five signed up for the big bike class, but only 33 made the first lap. The two hour run over the firetrail/Trans-AMA course was definitely grueling with only 22 riders taking the checkered. Motocrosser Kevin Williams led Hocking out of camp and around the up-down course for two laps. But the Nationally rated Expert was just too fast on the fireroad. Williams had lots of troubles, including running out of gas at the end.

Hocking strung out his lead by four minutes on the fifth lap with a slightly less than six minute lap. He was never headed, although the lead slackened at rider change and one gas stop. Paul Bostrom, that's right, *the* Paul Bostrom, was running second until he broke the steering head on the Moto-Villa and retired to a 100 Jackpiner for funsy's. Taking over second was the most serious of marathoners Wayne Morrell, who had come from eighth to pass Gary Vanderpool, slipping around with a clutch that wouldn't, and the inevitable Dave Koss/Bill Hart combination. Anyone that wants to pony up the $16 entry fee can sling the dirt with the best of them. Morrell rode the distance by his lonesome, and closed the distance to just under two minutes when Hocking gassed and changed riders.

Bringing in the third place money were Jensen Cycle aces Jack Jensen and Bob Turner on another RM. Those things really work on the fast MX stuff. They were only 45 seconds off of Morrell who was winded after the two hour sprint. That's about average for the long lanky racer.

In the little bike race the Bellicitti brothers wiped up the class again and Tim Navarro, riding a Can-Am by himself, took second place money. Tony and Mike Herrera teamed to finish on the same lap. They took the last money spot while old timers Oscar Lopez and Bill Hardesty rode Bill's 125 four stroke in for a trophy, two laps off the pace.

Pro Marathon returns again the first Sunday in December and with it the likelihood that "Fat Cat" Jim Hutzler, and the other Richmond Raunchies, will bring some more four strokes back and stroke it. The Grizzly Bear is invited, and word has it that Bart Barfly will ride a 360 Montadero, whatever that is.

Results in Results Section. ●

Anti 'loose and wierd at Oakdale'

By Ann Carr

OAKDALE, CAL., NOV. 9

Contary to the sensationalized writing of a staff writer for *Dirt Bike Magazine*, there were no "mud junkies" racing, no mountainous berms pitching riders from their mounts, and no "bombed out hulks" spectating the races at Pioneer Arena today. Instead, 225 rough scramblers gassed their way over a well-prepared course right through a snappy 53 event program.

In the 80 and 100 Novice Mini division, Terry Lewis scooted to double wins aboard a Suzuki and a Honda.

The 125 class featured a strong win by former Mini Expert Jeff Haney who followed his strongly contested win at La Grange last week with another victory today over the Yamaha of Carl Nunes. Neither of these racers are expected to remain in the Novice class for long. Another Novice, on his last trip with red and white plates, is Yamaha rider Phil Helsel. Phil won both the 250 and Open divisions today following an Open win at La Grange last week. Phil also excels at short track, so watch for 213v in the Junior ranks soon.

In the Junior ranks Rod Greener and Tom Berry turned in fine rides. Following a second at La Grange last week, Rodney held off new Junior racer Randy Martin in the main for a hard

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CYCLE NEWS NORTH

LARRY ULRICH

348 riders check out the sagebrush flats at the start of High Desert 100. One third of the unsuspecting victims were attacked by a small hill six miles beyond the start and DNF'd.

earned victory. Berry won the Mini Open race over Jody Gaines, and then scooted his Honda to a second behind the Yamaha of Cory Cantaloupi in the 80 race. Tom is a comer, look for him in the Expert ranks before too long. ●

Results in Results Section.

Marshall, Jodry and Wilson take over Helvetia

By Salle Hilton

HELVETIA PARK, CAL., OCT. 19

Charles Marshall (Bul) was the overall winner in the Open Expert class on a course that was a little tight for Open bikes. Marshall, not a regular MXer, was one of four who led the first two laps of the first moto, but Ted Rogers (Hus) was the leader when it counted, in the last few laps. In the second moto it was Marshall all the way as Rogers charged up through the pack to fall in behind.

Brian Jodry (Mon), after some trouble at the start, was the last of 23 riders off the line in the 250 Expert first moto. Jodry, not used to running last, at the end of the first lap had moved up seven spots, and took four more on the second lap. By the end of the race he had moved into second right behind Ted Rogers (Hus) who had held the lead all the way and wasn't about to give it up at the end.

Jodry was more careful in the second moto. Although Mark Hilton (Mon) got the holeshot, it took only a few seconds before Jodry got by him. In a WFO burst of power, Floyd Davis (Suz) overtook first Hilton, then Kevin Henry for second. Jodry went home with the overall pay, Henry took second money, Davis third.

The first 125 Expert moto was a close finish for first and second after a whole race of battling between Pat Wilson (Hon) and Eric McKenna (Hon). Wilson came out second best by a tiny margin. In the second moto, the hot spot was the fight for first between Mike Preston (Yam) who managed to hold the lead from holeshot to checkered flag, Pat Wilson who had come up from mid pack to join the flight, and Eric McKenna who gave up his second to Wilson. ●

Results in Results Section.

Mother Nature smiles on High Desert 100

By Larry Ulrich

BEND, ORE., OCT. 26

This race is unique, not only to the Northwest, but to the West Coast because the course is 100 miles long. No repeat loops. The Experts don't have to pass slower riders while lapping them; and you get to see a lot of country. A 100 mile course is a lot of work compared to a 30-50 mile loop, so consequently the Cascade M/C throws such an event only once a year. The terrain is varied, starting with sage brush covered flat desert, then up into the pine forests, back down to the starting area, and then off to the North of Highway 20 through culverts used mostly by cattle to avoid traffic hazards. The North side of the highway consists of sand, rocks, hills and many juniper trees that can reach out with springy arm-like limbs to jerk you right off your bike.

In the three mile run to the smoke bomb, Bob Strobel aboard his leading link front end Husky, had the lead with Dale DeMaris hot on his heels. About three miles past the smoke bomb, there's a small hill called Pine Mountain. If you were out trail riding on a Sunday afternoon, you wouldn't give a second thought about it being an obstacle. It was, however, the down fall of many riders, including CZ mounted Dale DeMaris. There was a tremendous traffic jam and many riders burned out their clutches waiting to get over fallen logs and other little things. Of the 348 riders that started, 218 finished the 100 miles. Of the 130 DNFs, probably 100 were turned back right at this hill.

The "High Desert 100" is usually always won in just over or under three hours. Likable Glenn Wiensz of Dallas, Oregon crossed the finish line in two hours and 58 minutes, $100 richer and very happy. Wiensz also garnered many points for the new "Oregon Desert Riders Assn." points system.

Riders kept pouring in, all with grins on their faces. Everybody loved the course and had a great time. Mother Nature had helped out with just the right amount of rain prior to the race.

One rider, Vern McCall, sent in his entry and put his age at 39 years and 11 months, hoping the club would put him in the Old-Timers class (over 40). But, the club secretary wouldn't let him have this one month advantage on those old guys and put him in the Open Amateur class. McCall finished a few positions ahead of the first Old Timer. Maybe next time Vern.

Five Powder Puffers entered and four of them finished. They only had to complete the first 50 miles, but this was the worst 50. The four girls should be proud of themselves. Next race will be another Cascade M/C event on November 23, same area, but only a 50 mile course. ●

Results in Results Section.

Do it in the dung at Grants Pass Indoor

By Lynne Diltz

GRANTS PASS, ORE., NOV. 8

The Josephine County Fairgrounds covered arena, the bitty short track that's run by the Southern Oregon Motorcycle Association, provides some of the best action on the winter circuit. Like most winter indoors, the covered arena in Grants Pass is a livestock barn and when a rider has to go down, he'd darn well better keep his mouth *shut*.

The rather large crowd of spectators got their money's worth in the thrills a minute action and some absolutely side-splitting riding by those creaky, old gentlemen on their small machines. This track allows 100ccs as a maximum. The speed is faster than the popular Men's Mini classes, but oh dear, the riding is just the same! Keith Kingslein and Big Jim Miller charged off the line of the first heat and promptly crashed. The second wave was a bit more professional looking. Mike Lawless had his mind set on winning and he shot to a quick lead on the inside. Larry McLane and Don Ragen had quite a go and Mickey Rhodes brought up the rear. Big Jim took the holeshot in the TD but soon faded out — do believe he forgot the gas. In the A Main, he and another old gent tangled handlebars and Big Jim and bike parted company. His brother Dennis picked up the family banner and took off, but just couldn't do more than third with the likes of Lawless and McLane ahead of him.

You know the 200 class? The one during which most spectators take a coffee break? Not so this time! We called that class a "Comedy of Errors" because that's just what it was every time the 200s got on the track. Dan Hacker made one of those starts that looks like a greenhorn at his first time on a bike, got all the way through turn one before he fell. Stan Atkinson got into number four, liked it so well he decided to stay. On the restart, Atkinson rushed right back to turn four and sat down again, while the rest wobbled to a heat finish. The TD wasn't much better; Lee Gifford and Hacker hooked up in a turn and Ron Stewart went down trying to miss them, leaving last place Atkinson to a first place win. When the A Main rolled around, Hacker took a holeshot but that fourth turn did it to him again. He spun around twice, using his foot as a pivot and if the whole thing wasn't planned, it was the neatest donut spin we've seen in a long time. He then tried to make the front straight but wiped out a tire, chased flagmen Wes Word, wiped out another tire, made one more shaky lap and pulled to the center. Ron Stewart found the ground before the race was half over and Atkinson had to settle for second behind a smokin' Lee Gifford.

Jeff Cook had a strong lead in the 125 A, but decided to show everyone how to go from first to last in one easy move. That occurred in turn four, and six other riders passed. Cook turned on the gas and made an absolutely fantastic ride back to *first*, half a lap before the checkered. Younger brother Joe Cook had a first in the B Main, but less than 30 feet from the finish, pulled Jeff's trick, only there wasn't time to recover.

The 250s were an overeager bunch. In the very first heat, Brian Peterson, Brett Howard and Wendell Diltz found themselves on row two. Mark Detwiler had a good lead but lost it and bike at the same time. John Lawton had the early lead of the second heat then took a header in turn four, leaving Randy Sloan with an easy win.

The addition of a class for 360s proved interesting. Fred Faltersack found the short track a bit difficult. He promptly downed it in the heat, hit the wall, recovered and went down again in the main, less than 20 feet from the flag. He jumped up and still managed a third because of the mixed-up field. Jeff Campbell handily won his heat and TD. He ripped off the line for his third try, but a near hi-side slowed him to second and bike failure put him clear out.

LYNNE DILTZ

Louie Booth copped the win with Brett Howard close for third. ●

Results in Results Section.

Muddy Medford MX

By Lynne Diltz

WHITE CITY, ORE., NOV. 9

Early morning practice was in progress at Medford's Motocross Park, but most attention was focused on action of a different sort. Joe Michel from TV Channel 5 was taping a line-up of gorgeous street bikes on display by local bike shops. A new Suzuki RM 100 and its owner, Bruce Smylie, took the spotlight as the filming of dirt bikes began.

It was muddy after a week of rain, and after a couple of passes, it was next to impossible to distinguish riders. For the first time this season, there were enough girls for a Powder Puff. Dee Hanscom was ready for a win, and Cheryl Heath wasn't too shabby in second either.

There was a shortage of kids and 100cc machines, so Juniors and Experts were run together. Bruce Smylie just sails around that track and leaves no doubt about who's going to win.

Twenty-eight Juniors stormed off to a 250 start and much to everyone's surprise, made it clear to the corkscrew before seven went down in a heap. After they began to string out, the scorers just about went nuts. Muddy numbers on riders and bikes made identification a bit hard. ●

Results in Results Section.

Puyallup Raceway Park

By Sue Sykes

PUYALLUP, WASH., NOV. 9

Classes were packed at Puyallup Raceway for the Sunday Pro Money Guarantee Race; a prelude to the November 16 Trans-AMA. The all new track was in top condition and the excitement of the Trans-AMA filled the air.

Honda riders Bill Joyce and Gary Racca split moto wins to take home the top pay in 125 Pro action. Racca held the lead on lap two first time out and kept it up as Joyce, back in seventh from the starting turn, worked his way up to the number two position.

The second moto saw Racca out in front again with Joyce running fifth. Joyce pressed Ed Davis for two laps before he got around, then played it cool for three laps until the right chance came to get around Racca. Joyce held the lead for the remaining eight laps and took the flag.

Suzuki rider Gary Potts, a regular in the 250 class now, rode a fantastic first place ride to thrill all. Can-Am mounted Blain Elledge kept up an eager pace and it paid off with a second overall.

Mark Gregson (Kaw) made a clean sweep of the Open Pro class with two solid wins. Eugene Tom (Mai) had his foot in the door for the second spot until near the end of moto two when he called it quits due to mechanical problems.

A picture of Medford's Mighty Mouse. Isn't that exciting?

LYNNE DILTZ

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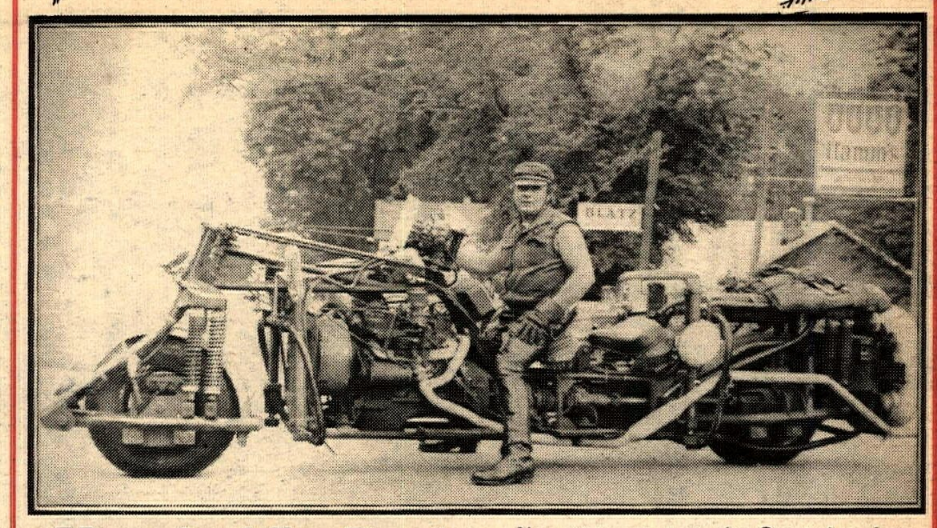

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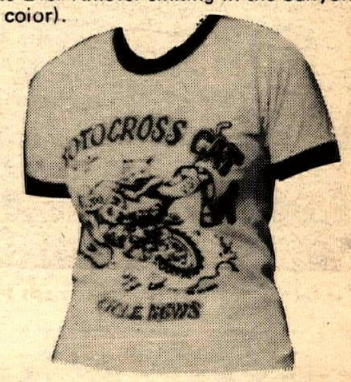

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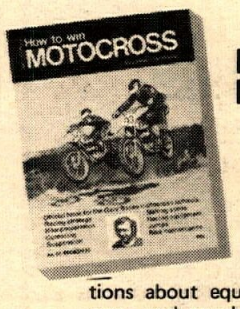

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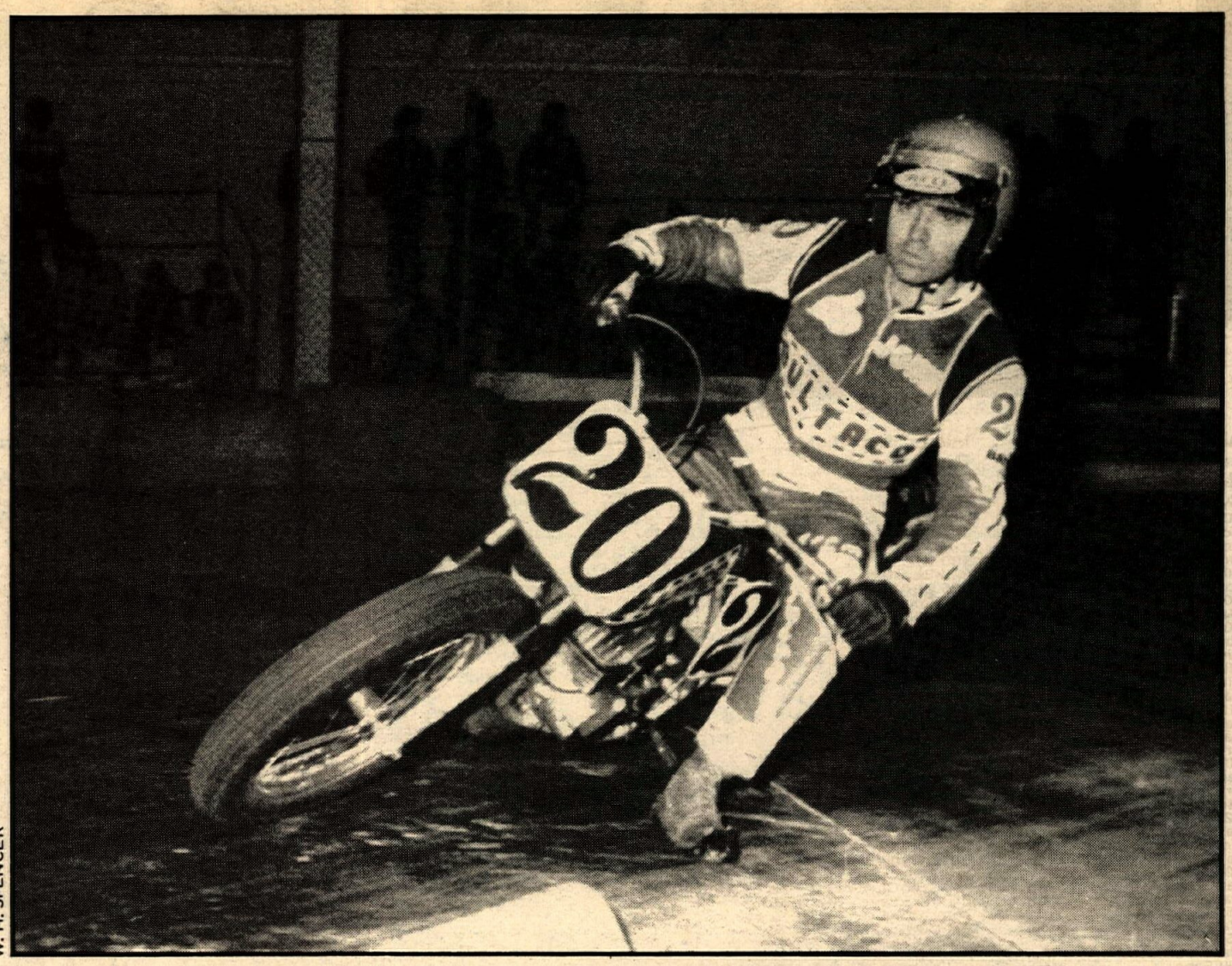


W. H. SPENCER

John Gennai put the stops on D-36 Numero Uno short tracker Rick DeLacy at the San Jose Indoor.

Both motos of the 125 B class were thrillers and provided some of the best racing around. The main attractions were winner Clint Calhoun (Yam), second overall Ed Josties (Yam) and Honda mounted Roland Miller. Josties won the opening hand, taking the lead on lap three and riding a super good moto. When the gate fell for the second time, Miller grabbed the lead and rode a beautiful race until a "Laugh In" fall on the finish jump just before the white flag. Miller was down long enough to let Calhoun and Josties around, in that order, with the overalls scoring the same. ●

Results in Results Section.

Gennai opens San Jose with win

By W. H. Spencer

SAN JOSE, CAL., NOV. 1

Bultaco ace John Gennai showed up for the premier of the annual San Jose riots, and easily downed D-36 Number One short tracker Rick Delacy. Gennai took the money main and an early lead in the nine race high point series that will have a point pay off around the $1000 mark in mid-January.

Gennai came off the line in fourth and picked his way through the mob until he caught the fast fleeing Delacy, who is still thinking number one for next year. On the fourth lap Gennai snookered the Canccilla Yamaha rider and slid underneath for a slick pass. Trouble put Delacy down amidst cheers when he crashed trying to save a high line corner exit. Rookie Bob Gomez took the second spot over Steve Eklund.

The 10 man events instituted this year seem to work better, resulting in less crashes and restarts. It also makes for some dynamite racing as witnessed with Gennai's uncanny sense of balance, passing in traffic on the 1/12 mile concrete oval.

Rod Spencer took home the 250 class money, as Chuck Miller and Bob Silva followed close behind. Fred Merkel garnered some valuable points in the Mini 80 Expert class with a win over Jim Cunningham and Torrey Arguello. He came back for another trophy with a third in the 100 Expert. Jimbo Filice took the win on a Jensen Suzy, Cunningham once again finished second.

Elder statesman A. J. Parks won a crash infested 100 Novice class. Only two riders, out of five took the checkered. The kids had better watch it or the girls will probably start winning.

Results in Results Section. ●

Argyll Park/B.O.S.S. CMS MX combine forces

By Sallee Hilton

DIXON, CAL., NOV. 9

Four 125 Experts were combined with the Intermediates, resulting in some red hot, wham, bam action. In the first moto Brian Manly jumped to the lead and forgot the other three riders for the rest of the race. Robert Norton pulled from fourth to second and spent some time dueling with Ron Knarr. Knarr passed Norton then crashed. Norton couldn't retake second because his bike had seized. Lon Wardell then moved into second, which he held for a few laps before crashing. By this time Knarr had recovered and was right there for the takeover.

The second moto started with Wardell taking the holeshot but Manly was quick to take the lead away from him. Knarr crashed and lost some ground on the others who were all close together. Norton bobbled just enough to give Knarr time to close the gap, and the four riders started to spread it out. Bunching up again, Norton passed Wardell, Knarr followed, and Manly disappeared, leaving Norton in the lead. With a new burst of energy Knarr took over the lead. Manly was now coming back into the game after replacing his chain, and the checkered flag was in sight. Manly ducked under Wardell just in time for it to count, the flag deciding a finishing order of Knarr, Norton, Manly and Wardell for this one. The purse went to Knarr.

Alex Jorgenson (C-A) didn't get the best of starts in the first 250 Expert moto, but he didn't need it. In the beginning of the first lap he was running about eighth, and by the end of that lap he was in third and still charging. By the end of the third lap he was way out in front and in no danger of losing it.

Jorgenson didn't have as far to travel to take the lead in the second moto, but this time all eyes were on Floyd Davis. After a sixth place finish in the first moto and a last place start in the second, he started coming on strong and passed everybody on the track except Jorgy in the first three laps. ●

Chico hosts the "Rice Bowl"

By Donna Fowler

CHICO, CAL., NOV. 16

One hundred twenty riders braved three days of rain and six tons of rice hulls to open the Winter scrambles season at Cycleland Speedway. Manager John Sudberry had spent the week mixing dry rice hulls and water in an attempt to get a good, deep, cushion on the track surface. Mother Nature then dropped her bomb in the form of three days of rain turning the entire track surface into a wet, soggy challenge for anybody berserk enough to give it a try.

On Sunday the sun came out and John's efforts were rewarded with a good day of rough scrambles. The race hulls and water holes messed up goggles and number plates, but didn't dampen the spirit of the riders and spectators.

RESULTS

AME Nite MX
East Irvine, Cal.
Nov. 14, 1975
By John Bethea

100 BEG	
Bob Neshi	Yam
Tom Hernandez	Hon
Jim Wells	Hon
100 EX	
John Giess	Hon
100 JR	
Malcolm McCassey	Suz
100 INT	
Jonny Clopton	Hon
Tim Murphy	Hon
MINI BEG	
Billy Sabins	Hon
Larry Hernandez	Hon
MINI JR	
Sam Storer	Yam
Barbara Spielman	Hon
Eric Bridges	Yam
MINI EX	
Jeff Ward	Hon
Bryon Jordon	Yam
Steve Shippy	Hon
125 INT	
Pat Delligatta	Hon
Ron Stroner	Hon
John Grise	FMF
125 EX	
Paul Schones	Hon
Dave McGowan	Yam
250 INT	
Mark Rhodes	Mai
250 EX	
Mark Marinez	Mai
Bill Sabo	Yam
OPEN INT	
Conrad Weber	Mai
Dan McNeil	Hus
Harry Williams	Suz
OPEN PRO	
Steve See	Suz
250 BEG	
Ty Hanway	Bul
Jeff Bates	—
David Adams	—
250 JR	
Jim Carlino	—
Dann Vivier	—
Rick Mueller	—
OPEN JR	
Dave Orozco	—
Chris Haines	—
125 BEG	
Dave Larson	Yam
Ken McDonald	Yam
Jeff Greenwood	Yam
125 JR	
Mike Monoghan	Yam
Jerry Welchell	Yam
Fred Webb	Yam

S.A.M. MX
Irvine, Calif.
Nov. 15, 1975
By Tom Corley

MINI JR	
Ryan Eide	Hon
Chuck Kreater	Yam
Bobby Doyle	Hon
MINI EX	
Dalles Rebello	Hon
100 BEG	
Ladell Eide	Hon
Jon Nichols	Suz
Steve Asa	Suz
125 BEG	
David Clement	Yam
Mick McGee	Hon
Jim Spitz	Hon
125 JR	
Bret Catcott	Hon
Jerry Jeffery	Hon
Mark McHenry	Yam
125 INT	
Lee Cangiano	Hon
Greg Young	Hon
Bill Pelto	Yam
125 EX	
Broc Glover	Hon
Kurt Sofka Jr.	Yam
250 BEG	
Steve Childress	Suz
Dennis O'Brien	Suz
Paul Lugo	Yam
250 JR	
Kenny Meeks	Suz
Terry Mulligan	Hon
Ron Bunn	Hon
250 INT	
Brian Craze	CZ
Jim Logsdan	CZ
Guy Olson	Mai
250 EX	
Robert Hannah	Yam
Steve Rhyan	C-A
Keith Dysert	Hus
500 BEG	
T. Whytal	Bul
Al Slatterla	Yam
Norm Vieira	Yam
500 JR	
Mark DeSoucy	Suz
500 INT	
Craig DeSoucy	Mai
Steve Kerr	CZ
500 EX	
Jim Wilson	CZ
Scott Cavness	Suz
Steve Montague	CZ

Indoor Short Track
Grants Pass, Ore.
Nov. 8, 1975
By Lynne Diltz

TROPHY DASHES	
MINI KIDS	
Troy Duncan	
100 KIDS	
Ken Copeland	
125 CLASS	
Jeff Cook	
200 CLASS	
Stan Atkinson	
ELDERLY GENTS	
Mike Lawless	
250 CLASS	
Brain Peterson	
360 CLASS	
Jeff Campbell	
MAINS	
KIDS MINI A	
John Miller	Suz
Jim Barnes	Hon
Troy Izatt	Kaw
Lloyd Lawless	Suz
Troy Duncan	Kaw
KIDS MINI B	
Jeff Pont	Yam
Gary Scholer	Yam
Brian Wollard	Yam
Jeff Miller	Yam
KIDS100CLASS A	
Rick Bradley	Kaw
Tony Uribe	Suz
Bill Davis	Suz
Robbie Speck	Suz
Ken Copeland	Suz
Susan Word	Suz
KIDS 100 B	
Kraig Hill	Yam
Brian Dolan	Suz
Cliff Allen	Yam
Mike Gatt	Yam
KIDS 100 C	
Jeff Peterson	Suz
Robbie Izatt	Kaw
Eddie Kinglein	Hod
Randy Linker	Yam
Jim Miller	Suz
125 CLASS A MAIN	
Jeff Cook	Suz
Jim McWhorter	Yam
Cecil Arispe	Kaw
Randy Haberman	Kaw
Kirk Howard	Suz
125 B MAIN	
Peter Wallace	Hon
Dean Makin	Yam
Kevin Gudzan	Suz
Joe Cook	Suz
200 CLASS A	
Lee Gifford	Bul
Stan Atkinson	C-A
Ron Steward	Kaw
ELDERLY GENTS A	
Mike Lawless	Suz
Larry McLane	Hon
Dennis Miller	Suz
Don Ragen	Suz
250 CLASS A	
Brian Peterson	Suz
Brett Howard	Kaw
Jeff Cook	Suz
John Lawton	Yam
John Hardy	Bul
250 B MAIN	
Mark Detwiler	Bul
Tony Speck	Bul
Wendell Diltz	Kaw
360 CLASS A	
Louie Booth	Bul
Brett Howard	Bul
Fred Faltersack	Yam

RTMC MX
Carlsbad, Cal.
Nov. 8, 1975
By Mike Yada

OPEN PRO	
Mark Tyer	FMF
Tamali Smith	Kaw
Sherman Schneller	Suz
Ron Turner	Suz
Gerald Stewart	Yam
500 INT	
Mark Day	Kaw
Rob Burdyck	CZ
Chuck Ball	Yam
500 JR	
Randy Zoller	Yam
Dave Houston	Yam
250 INT	
Vince Keigzinger	Hon
Curt Johnson	KTM
Greg Starlzak	CZ
125 JR	
Hugh Good	Suz
Kirk Chandler	Suz
Ray Bummer	Yam
100	
Corki Moore	—

Moreno Valley MC MX
November 16, 1975
By Gus

250 BEG	
Jeff Cramer	Yam
George Sioss	CZ
Greg Hope	Suz
OPEN BEG	
Buxton	Hus
Paul Lutz	Yam
Tony Lucas	Suz
125 INT	
Clint Carman	Hon
Ruben Roman	Hon
125 PRO	
Ken Morris	Hon
Butch Baker	Yam
Bill Taylor	Yam
MINI BEG	
Raymond Soria	Hon
Chuck Gnecson	Hon
Frank Torres	Hon
MINI JR	
Richard Soria	Hon
Richard Pierce	Hon
MINI INT	
Ralph Munoz	Hon
MINI EX	
Rich Maebe	Hon
100 BEG	
Bob P. Brewer	Suz
Chris McNeil	Suz
Cal Boddy	Yam
250 JR	
Randy Rios	Yam
Chris Harris	Yam
Brian Garrow	Yam
250 INT	
Rick Montone	Bul
Larry Minor	Mai
250 PRO	
Keith Patten	Yam
Richard Braga	CZ
OPEN INT	
Dale Brown	CZ
David Aleman	Suz
125 BEG	
Steve Feld	Hon
Lloyd Hilton	Hon
Craig Gormley	Yam
125 JR	
Danny McDougal	Yam
Danny Burtt	Yam
Mike Dickherber	Suz
175 BEG	
Steve Adams	Suz

AME MX
Ridgecrest, Cal.
November 16, 1975
By Dick Wright

MINI EX	
Todd Hubert	Hon
Rick Hemme	Yam
Steve Schmitz	Yam
MINI JR	
Roger Hunsley	Yam
Don Cordle	Hon
Randy Young	Hon
125 PRO	
Brad Eyre	Hon
Bobby Jones	Hon
Jim Hale	Hon
Andy Jannings	Hon
250 JR	
Mark McAlphin	Yam
Jerry Coffey	Suz
Ross Johnson	Bul
250 PRO	
Bryar Holcomb	Bul
Donny Hansen	Mai
Will Harper	Mai
125 BIG	
Bill Brown	Yam
Jim Newman	Yam
Mike Sudberry	Suz
125 JR	
Ken Willis	Yam
Mike Lewis	Hon
Steve Stragle	Suz
500 JR	
Dave Thonberry	Yam
Lee Granler	Yam
Rod Robbs	Suz
500 PRO	
Bryar Holcomb	Bul
Randy Berekeley	Mai
Tom Claire	Suz
100 JR	
Jim Cote	Suz
Kevin LeSebrre	Suz
Robert Witmer	Car
OLD TIMERS	
Bill Cordle	Hon
Keith Phillips	CZ
Bob Miller	Hon

TT Scrambles
Elsinore, Cal.
Nov. 15, 1975
By Andi Grangewer

MINI BEG	
Benjie Meyer	Yam
Steve Terry	Hon
Dean McCauley	Ind
MINI NOV	
Bobby Garabedian	Yam
Eugene Brown	Yam
Jeff Able	Yam
MINI AM/EX	
Ken McIntire	Hon
Scott Farley	Yam
Chris Cannon	Yam
100 COMB	
Steve Polson	Yam
Joe Waples	Kaw
Chris Cannon	Yam
125 BEG	
Allen Swett	Hon
Dennis Osmer	Hon
Brian Ogden	Ric
250 BEG	
Scott Pond	Hon
Bill Benthal	Yam
Andrew Bautista	Hon
125 NOV	
Duana Gallager	Yam
Dave Larson	Hon
Tommy Walton	Yam
250 NOV	
Scott Polson	Yam
Carl Whitt	YZ
Dana Peters	Hus
OPEN NOV	
Don Kauffeld	Yam
Pat McCann	Yam
Dwayne Lock	—
SPEC NOV	
Steve Griffith	Yam
Scott Polson	Yam
Dana Peters	Hus
SANDAK SPEC	
Ron Jenkins	—
Jim Wright	Bul
Larry Bird	—
125 AM/EX	
Jack Smith	Yam
Don Acker	Hon
Robert Pfetzing	YZ
250 AM/EX	
Eddie Beeson	Yam
Joe Steffen	Yam
Dorothy Rowe	Yam
OPEN EX	
Jim Wright	Bul
Don Frauenberger	Yam
David Reinhardt	Yam
SPEC EX	
Eddie Beeson	Yam
Joe Steffen	Yam
Dick Lewis	Kaw

Pro Marathon
Carnegie Cycle Park
Livermore, Cal.
Nov. 2, 1975
By W. H. Spencer

0-200	
Jack Bellicitti/ Larry Bellicitti	Yam
Tim Navarro	C-A
Tony Herrera/ Mike Herrera	Yam
Oscar Lopez/ Bill Hardesty	Hon
Steve Kiefer	Hon
201 UP	
Rick Hocking/ Greg Hodges	Suz
Wayne Morrell	Yam
Jack Jensen/ Bob Turner	Suz
John Silva	C-A
Dave Morgan	Hus
Mario Musto/ Scott Davis	Mon
Dale Yarborough/ Bob Sullivan	Mai
John Fraser	Hus

Indoor Short Track
San Jose, Cal.
Nov. 1, 1975
By W. H. Spencer

60 NOV/JR	
Adam Sabedra	Yam
80 NOV	
Darin Dimaria	Yam
Mike Wilson	Hon
80 JR	
Doug Baber	Yam
80 EX	
Fred Merkel	Hon
Jim Cunningham	Yam
Torrey Arguello	Yam
100 NOV	
Allen Emmons	Yam
100 JR	
Bob Cunnington	Hod
Vince Lewis	Yam
100 EX	
Jim Filice	Suz
Jim Cunningham	Yam
Fred Merkel	Yam
100 NOV	
A. J. Parks	Hon
125 NOV	
Rich Estrada	Yam
Brad Spencer	Yam
Andy Andrich	Yam
125 JR	
Len Castro	Yam
Ton Reynolds	Yam
125 EX	
Bernd Koegler	Hon
Rod Spencer	Hod
175 NOV	
Jim Patterson	Yam
Phil Reves	Hon
200 NOV	
Chuck Foster	Bul
Tom Cherry	Bul
200 JR	
John McBroom	Bul
250 NOV	
Ron Whitaker	Bul
Tom Henry	Bul
Manuel Ponte	Bul
250 JR	
Harold Kunsman	Yam
Howie Moore	Bul
Tim Cook	Suz
250 EX	
Rod Spencer	Oss
Chuck Miller	Oss
Bob Silva	Oss
260 NOV	
Rick Alves	Hon
Dean Blankenbiller	Yam
Leonard Ponte	Yam
360 JR	
Dave Rocha	Hon
Paul Glade	Hon
360 EX	
John Gennai	Bul
Bob Gomez	Hon
Steve Eklund	Yam

CMC Motocross
Sand Hill Ranch
Brentwood, Cal.
Nov. 16, 1975
By Marvin Patton

250 EX	
Neil Davis	Suz
Phil Crane	Yam
Bill Johnson	Yam
OPEN EX	
Dick Mann	BSA
Gary Murphy	Hus
Dale Yarbrough	Mai
OLD TIMERS	
Rod Mallow	Yam
Joe Moreci	Pen
Gary Taylor	Yam
VETS	
Steve Machato	—
Lynn Wigington	Bul
Dan Hack	CZ
MINI NOV	
Neal Nelson	Yam
John Radideau	Hon
Robbie Webster	Hon
100 NOV	
Brian Odell	Yam
Bruce Morrison	Suz
Steve Bevilacqua	Suz
125 NOV DIV I	
Russell Daley	Yam
Rich Tiago	Hon
Billy Riching	Hon
125 NOV DIV II	
Neil Snarr	Suz
Jim Vigil	Yam
Ken Ries	Hon
125 INT	
Beto Rosii	Hon
David Menez	Hon
Tex Collingwood	Hon
250 NOV DIV I	
David Czach	Suz
Phil Douglas	Hon
Bart Fisher	Hus
250 NOV DIV II	
Billy Risner	Hon
Jerry Ledie	Yam
Peter Cruttenden	Hon
250 INT	
Rick Oderio	Suz
John Gartarino	Suz
Kelly Marchbank	Bul
OPEN NOV	
Ron Barr	Mai
Phil Douglas	Hon
Mike Bonner	Hon
OPEN INT	
Clyde Lawler	Suz
Rick Oderio	M-V
Gene Cogburn	Mai

TT Scrambles
Porterville, Cal.
Nov. 16, 1975
By Cosmic Cat

56-89cc NOV	
Kevin Cox	Suz
Kevin Peck	Ind
Darren Howard	Yam
JR	
Kurtis Wilder	Suz
Victor Williamson	Yam
Craig Baird	Suz
EXPERT	
Mike Garrison	Yam
Mike Yufchak	Yam
Don Howard	Yam
100cc NOV	
Steve Gould	Yam
Gary Wesson	Suz
Mike Mayes	Suz
JUNIOR	
Carl Wilkerson	Suz
Shannon Amaral	Suz
Mark Ritchie	Suz
EXPERT	
Bob Merriot	Suz
Johnny Alexander	Yam
Richard Sing	Suz
125cc NOV	
Bill Wilson	Suz
Monty Greer	Suz
Joe Perry	Suz
125cc JR	
Delmar Norman	Suz
Lee Pritchard	Suz
Kevin Ooley	Yam
EXPERT	
Scott Dinkins	Suz
Duane Snell	Yam
Derek Land	Yam
175-200cc NOV	
Mike Hall	Bul
David Gutierrez	Bul
Eugene Plumlee	Bul
JUNIOR	
David Morris	Bul
Brad Helton	Yam
Vincent Holder	Yam
EXPERT	
Mark Powers	Yam
Aaron Hunter	Bul
Danny King	Yam
250 NOV	
Rick Stafford	Bul
Sammy Thompson	Yam
JUNIOR	
Roy Knight	Yam
Kenny Welch	Suz
Scott Andrews	Suz
250cc EX DIV I	
Scott Dinkins	Suz
Randy Griffith	Yam
Jim Birkle	Yam
DIV II	
Steve Monger	Yam
Derek Land	Yam
360-500	
Ricky Beals	Yam
Bud Toney	Suz
JUNIOR	
Roy Knight	Yam
Kirk Ridenour	Yam
EX DIV I	
Don Warren	Bul
Lee Hales	Bul
DIV II	
Tom Francisco	Bul
Tim Smithpeters	Bul
OPEN NOV	
Billy Lewis	—
JUNIOR	
Jerry Turner	Tri

BOSS CMC MX
Dixon, Cal.
Oct. 12, 1975
By Sallee Hilton

OLD TIMERS	
Frank Hicks	Suz
Jack Lewis	Bul
Norman Smith	Bul
VETERANS	
Jerry Jackson	Mai
Doug Fielding	Bul
Jim Thompson	Yam
MINI EX	
Danny Castro	Yam
Jimmy Robertson	Yam
Tim Gray	Hon
MINI NOV	
Mike Menez	Yam
Steve Machado	Yam
John Sullivan	Kaw
100 NOV	
Jeff Hammond	Suz
Troy Herner	Suz
Scott Stanley	Suz
125 EX	
Don Cantaloupi	C-A
Kevin Henry	Bul
David Wood	Yam
125 INT	
John Dangberg	Hon
Bruce Reasoner	Hon
Dave Menez	Hon
125 NOV DIV I	
Art Gurno	Hon
Brian Thompson	Yam
Dana Waxham	Suz
125 NOV DIV II	
Don Ferraro	Hon
Rodney Hammond	Kaw
Andy Russell	Hon
125 NOV DIV III	
Greg Muscatel	Hon
Bill O'Donnell	Hon
Steve Nick	Suz
250 EX	
Ted Rogers	Hus
Mike Jennings	C-A
Kevin Rockwell	—
250 INT	
Christopher Pflaumer	Suz
Bill Jamerson	Suz
William Ortner	Bul
250 NOV DIV I	
Dennis Teicheira	Yam
Chris Campos	Hus
Nick Halbrud	Kaw
250 NOV DIV II	
Jeff Sather	Suz
William Whelling	Yam
Nick Collin	Bul
OPEN EX	
Dan leet	Mai
Ted Rogers	Hus
Charles Marshall	Bul
OPEN INT	
Jack Bellicitti	Yam
Randy Cox	Bul
Frank Hicks	Suz
OPEN NOV	
Don Westhaver	Hus
Kent Higgenbotham	Mai
Ron Melton	Yam

BOSS CMC MX
Argyll Park
Dixon, Cal.
Nov. 9, 1975
By Sallee Hilton

OLD TIMERS	
Jack Lewis	Bul
Gene Higginbotham	Mai
Frank Hicks	Suz
VETERANS	
Jerry Jackson	Mai
Roger Hall	Suz
Steve Marchado	Yam
MINI EX	
Jimmy Robertson	Yam
Tim Gray	Hon
Mike Menez	Yam
MINI NOV	
Kevin Cadieux	Yam
John Sullivan	Kaw
John Rabidean	Hon
POWDER PUFF	
Lori Manly	Hon
Sue Wood	Yam
Christine Smith	Yam
100 NOV	
Jim Hampton	Suz
Jeff Hammond	Suz
Troy Werner	Suz
125 EX	
Ron Knarr	Hon
Brian Manly	Hon
Robert Norton	Hon
125 INT	
David Menez	Hon
Pat Yoho	Yam
Laine West	Suz
125 NOV DIV I	
Dale Pirlo	Suz
Bill Richina	Hon

RESULTS

Danny Willis	Yam
125 NOV DIV II	
Darrell Chapman	Suz
Glenn Reed	Suz
Tom Skirvin	Hon
125 NOV DIV III	
Clark Plummer	Hon
Joe Williams	Suz
Steve Nick	Suz
250 EX	
Alex Jorgenson	C-A
Ted Rogers	Hus
Floyd Davis	Suz
250 INT	
Ernie Sullivan	Kaw
David Austin	Hus
Rem Regan	Bul
250 NOV DIV I	
Tom Larsson	Hus
Curt Pflaumer	Suz
Ted Cabral	Suz
250 NOV DIV II	
Ernie Cabral	Suz
John Towner	Yam
Mike Castro	Yam
OPEN EX	
ted Rogers	Hus
Mike Cates	Yam
Jim Saitone	Mai
OPEN INT	
Jack Lewis	Bul
Scott McIntosh	Yam
Frank Hicks	Suz
OPEN NOV	
Ken Higgenbotham	Mai
Ernie Cabral	Suz
Bob Bellicitti	Yam

High Desert 100 '75
Bend, Ore.
By Larry Ulrich

1. Glenn Wiensz
2. Bob Strobel
3. Ed Dolder
4. Gary Leavitt
5. Larry Felix
6. Vern Gabbert
7. Arlin Pestes
8. Dean Coddington
9. Bob Smith
10. Dale Hixson
11. Dusty Coppage
12. Tom Montgomery
13. Stephen Thorton
14. Buz Farrell
15. Ken Bailey
16. Ken Holmes
17. Mel Thompson
18. Bert Iler
19. James Liston
20. Todd Tracy
21. Gordon White
22. Brad Griffin
23. Larry Man
24. Rory Mooneyham
25. Lee Fast
26. Butch Wagner
27. Tom Bailey
28. Dan Dillon
29. Bill Price
30. John Taylor
31. Brad Lecklider
32. Gary Dempsey
33. Tom Maddux
34. Larry Dunbar
35. Gerald Hanson
36. Jerry Schaefer
37. Dave Ellett
38. Joe Klokkevolo
39. Jeff Welker
40. Steve Robinson
41. Mark Ruple
42. Leon Wilbanks
43. Jim Harris
44. John Hash
45. Vern McCall
46. Micheal Dunphy
47. Duane Bennett
48. Mitchell Gensman
49. Don Marcoulier
50. Mark Mathews
51. Bill Allard
52. Tom Carpenter
53. Richard Brown
54. Bradley Vance
55. Steve Graboyes
56. Bob Davis
57. Paul Hug
58. Gary Lande
59. Roger Johnson
60. LeRoy Johnson
61. Bob Christner
62. Al Lader
63. Randy Lader
64. John Hebert
65. Tom Eastham
66. George Roach
67. Larry Pestes
68. Steven Schmidt
69. Joe McCormick
70. Sonny Phillips
71. Guy Williamson
72. Dick Mather
73. Denny Howard
74. Dan Aldridge
75. Mel Conboy

* Trophy Winners

SRA Grand Prix
Riverside, Calif.
Nov. 16, 1975

OVER 35	
R. Smallwood	Hon
D. Tuebner	Hus
P. Shepard	Yam
J. Bailey	Yam
A. Padilla	Hus
K. Brown	CZ
S. Cox	Hon
T. Wendel	Oss
G. Lanyon	Hon
C. Turner	Yam
TEAM RACE	
Wadlow/ McClellan	Yam
Briggs/Sanders	Yam
White/ Roseberry	Yam
Gonzales/Myers	Yam
Tuebner/Martin	Hus
Dieterle/Dieterle	Hus
Pettingill/ Sharron	C-A
Padilla/Barber	Hus
Pattison/ Pattison	Yam
Powers/ Vandellen	Hus
200 OPEN	
John Eason	Yam
Steve Stricklin	Kaw
Scott Pfeiffer	Yam
Tom Senner	Hus
Bobby Sanders	Yam
Dean Johnson	Yam
0-125	
Doug Heil	Yam
Steve Cheney	Yam
Jim Jackson	Hon
Brad Smith	Suz
Jeff Sharron	C-A
Robert Knight	DKW
Mike Sitton	Yam
Terry Harker	Suz
Mike Quinn	Yam
Fred Conover	Kaw
250	
Bob West	Bul
Ray McNeil	Oss
Larry Katuls	Yam
Michael Goodwin	Bul
Don Pettingill	C-A
Ken Earnest	Bul
Paul Eddy	Yam
Steve Grevel	Hon
Joe Nicolini	Yam
Steve Emmons	Hus

Hus	1st Open Ex*
Hus	2nd Open Ex
Yam	3rd Open Ex*
Pen	1st 250 Ex*
Hus	4th Open Ex*
Hon	5th Open Ex*
Hus	2nd 250 Ex*
—	1st 250 Am*
Hus	2nd 250 Am*
Yam	1st Open Am*
Hon	3rd 250 Ex*
Hon	1st 200 Ex*
Yam	2nd Open Am*
Hus	6th Open Ex*
Hus	3rd 250 Am*
—	4th 250 Ex*
Hus	2nd 250 Ex
Hus	5th 250 Ex*
Hus	3rd Open Am*
Pen	6th 250 Ex*
C-A	3rd 200 Ex*
Yam	4th Open Am*
Ossa	4th 250 Am*
Yam	1st 125 Am*
Hus	5th 250 Am*
Pen	6th 250 Am*
Mai	5th Open Am*
Pen	4th 200 Ex*
Hus	7th Open Ex*
Hon	7th 250 Ex*
C-A	5th 200 Ex*
Pen	8th 250 Ex
Hon	8th Open Ex*
Hon	9th 250 Ex
Hus	6th Open Am*
Hus	7th Open Am*
CZ	7th 250 Am*
Pen	1st 125 Ex*
Hon	9th Open Ex*
Yam	1st 200 Am*
—	6th 200 Ex
Yam	8th Open Am*
Hus	2nd 125 Ex*
—	8th 250 Am*
Yam	9th Open Am*
Hus	10th Open Am*
Pen	7th 200 Ex
Hus	11th Open Am*
Yam	12th Open Am*
C-A	3rd 125 Ex*
Yam	10th Open Ex
Yam	13th Open Am*
Hon	1st Old Timer*
Hus	14th Open Am*
Pen	8th 200 Ex
Hus	9th 250 Am*
Yam	10th 250 Ex
Yam	11th Open Ex
Hus	15th Open Am*
—	10th 250 Am*
—	2nd Old Timer*
—	16th Open Am*
—	11th 250 Am*
Hon	2nd 200 Am*
Hus	12th 250 Am*
Hus	13th 250 Am*
Hus	2nd 125 Am*
C-A	14th 250 Am*
Hus	4th 125 Ex
Hon	3rd 125 Am*
Hus	4th 125 Am*
Pen	16th Open Am*
Hus	17th Open Am*
Puch	3rd 200 Am*
Yam	3rd Old Timer*

Doublecrossers MX
Valley Cycle Park, Ca.
Oct. 26, 1975
By Denise Beardshear

125 EX	
Louis Darling	Hon
Tyrone Brown	Suz
Jim Connolly	Bul
125 AM	
Bill Sundstom	Suz
Kelley Swan	Yam
James Blankenship	Suz
125 NOV/DIV I	
Larry Bolin	Hon
Albert Encinas	Hon
Sam Goldsmith	Suz
125 NOV/DIV II	
Mike Sudberry	Suz
Kenny Drikac	Bul
David Burch	Suz
WOMEN EX	
Sue Fish	Yam
Johanna Stenersen	Yam
Cherry Stockton	Bul
WOMEN AM	
Cheryl Acres	Hon
Diane Harmon	Hon
Charleen Higgins	Yam
WOMEN NOV	
Denise Beardshear	Suz
Kathy Smith	Hon
Dee Granger	Suz
250 EX	
Allen Cooke	Bul
Tony Rogers	Mai
Dave Drikac	Bul
250 AM	
Roger Eggers	Hus
Steve Miller	Mai
Ray Dally	Pen
250 NOV	
Eddie Gonzales	Suz
Robin Federmeyer	Mai
Jim Tyler	Bul
500 EX	
Steve Rawson	Suz
Jim Connolly	Bul
Joe Suebert	CZ
500 AM	
Allen Stinebaugh	Suz
Dan Murphy	Yam
Rick Blom	CZ
500 NOV	
Tom Webb	Yam
Gary Taylor	Mai
John Lanzorone	Mai

AME Night MX
Indian Dunes, Calif.
Nov. 14, 1975
By Denise Beardshear

MINI JR	
T. Smith	Yam
J. Johnson	Hon
M. Tomasell	YZ
MINI EX	
A' Whiting	Yam
S. Grose	YZ
D. Francis	Yam
POWDER PUFF	
J. Kline	Hon
K. Bartlett	Hon
R. Dougherty	Hon
100 BEG	
W. McKelvey	Yam
S. Clark	Suz
B. Kohlierber	Yam
100 JR	
C. Nelson	Suz
J. Crowder	Yam
J. Kirby	Suz
100 INT	
J. Whelchel	Suz
250 EX	
W. Harper	Mai
G. Oesch	Kaw
250 INT	
R. Titus	Suz
J. Howton	Bul
250 JR	
D. Woodman	Kaw
R. Peeples	Mai
S. Richard	Suz
250 BEG	
D. Andrews	Oss
D. Rucker	Hon
K . Kratz	C-A
125 EX	
A. Jannings	Hon
B. Jones	Hon
J. Miller	Hon
125 INR	
A. Lomproni	Suz
M. Lewis	Hon
125 JR	
P. Lane	YZ
C. Hackman	Yam
J. Little	Yam
125 BEG	
D. Baker	Yam
R. Housel	Hon
G. Keene	Hon
OLD TIMERS	
D. McDonald	Suz
H. Roudabush	Hus
500 EX	
D. Haugh	Mai
R. Stubbs	Bul
500 BEG	
R. Saldana	—
J. Asher	Yam
S. Hoffman	Mai
500 JR	
S. Barrett	Mai
S. Kelso	Mai
D. Rogers	CZ

Oakdale Scrambles
Oakdale, Cal.
Nov. 9, 1975
By Ann Carr

MINIS	
OPEN EX	
James Cunningham	Yam
Randy Haner	Suz
Fred Merkel	Yam
OPEN JR	
Tom Berry	Yam
Jody Gaines	Yam
OPEN NOV	
Terry Lewis	Suz
Randy Camp	Suz
80 EX	
Randy Haner	Yam
Phil Bakarich	Yam
Fred Merkel	Hon
80 JR	
Cory Cantaloupi	Yam
Tom Berry	Hon
80 NOV	
Terry Lewis	Hon
Scott Nugent	Hon
60 EX	
Bobby Davis	Yam
60 JR	
Tyson Vohland	Ind
60 NOV	
Lauren Godbee	Yam
Danny Downey	Yam
PEE WEE	
Todd Coca	Ind
MAXIS	
100 NOV	
Cory Lewis	Suz
E ric Watts	Chap
Jim Fee	Suz
125 NOV	
Jeff Haney	Hon
Carl Nunes	Yam
Dave Fuller	Hon
Phil Prickett	Car
125 JR	
Rod Greener	Hon
Randy Martin	Hon
Jerry Brandt	Yam
125 EX	
Mike Montgomery	Yam
Larry Hannah	Hon
Mitch Davidson	Yam
175-200 NOV	
George Soares	Yam
Mark Howard	Yam
Dean Coca	Yam
250 NOV	
Phil Helsel	Yam
Steve Stavrakakis	Yam
Terry Fish	Hon
250 JR	
Don Ney	Hon
Norm Sanchez	Hon
Stan Slate	KTM
250 EX	
John Pittman	Bul
Steve Parker	Mai
Bill Rose	Hon
OPEN NOV	
Phil Helsel	Yam
Rod Norris	Yam
Ken Morrill	Yam
OPEN JR	
Don Taylor	Yam
Norm Sanchez	Mai
OPEN EX	
Steve Parker	Mai
Dale Mathers	Yam
Duane Yarrow	Yam
Bill Calicura	Mai

BOSS CMC MX
Helvetia Park, Cal.
Oct. 19, 1975
By Sallee Hilton

OLD TIMERS	
Frank Hicks	Suz
Gabby Gabbert	Suz
Gordie Glyer	Suz
VETERANS EX	
Jerry Jackson	Mai
VETERANS NOV	
Jim Vlahos	Bul
Bob Mars	Hus
Denny Femrite	Hon
MINI EX	
Troy Dequette	Hon
Kendall Powers	Yam
Mike Menez	Yam
MINI NOV	
Chris Coker	Yam
John Sullivan	Kaw
Kevin Cadieux	Yam
OPEN EX	
Charlie Marshall	Bul
Ted Rogers	Hus
John Boyette	Suz
OPEN INT	
Mike Zine	Bul
Frank Hicks	Suz
Jerry Jackson	Suz
OPEN NOV	
Bob Putney	Yam
Tim Alarcon	Yam
Lynn Ritner	Suz
250 EX	
Brian Jodry	Mon
Kevin Henry	Bul
Floyd Davis	Suz
250 INT	
Brett Chapman	Bul
Don Cody	Suz
Joe Cody	Mai
250 NOV DIV I	
Bob Eldredge	Bul
Bryan Farris	Yam
Jim Crone	Kaw
250 NOV DIV II	
Mitch Sylva	Hus
Dennis Teicheira	Yam
Tom Larsson	Hus
125 EX	
Pat Wilson	Hon
Eric McKenna	Hon
Mike Preston	Yam
125 INT	
John Dangberg	Hon
Jim DaProto	Kaw
Bob Shoreen	Hon
125 NOV DIV I	
Bruce Baker	Hon
Dave Rearick	Hon
Scott Nelson	Yam
125 NOV DIV II	
Alan Barnard	Yam
Tim Dickson	Yam
Dana Waxham	Suz
125 NOV DIV III	
Jerry Stone	Suz
Dave Thompson	Hon
Rod Hammond	Kaw
125 NOV DIV IV	
Jeff Herndon	Bul
Danny Tassa	Hon
Bud Lemke	Suz
100 NOV	
Jeff Hammond	Suz
Mark Barnard	Suz
Mike Tripp	Suz
100 INT	
Keith Triplett	Pen
POWDER PUFF	
Lori Manly	Hon
Dona Putney	Hon
Mary Giuffra	Yam

HSMX - OCIR
Nov. 15, 1975
By John Bethea

MINI EX	
John Ruby	LQ
MINI JR	
Robert Beaver	LQ
Ed Castro	RA
Bret LaFond	BG
MINI BEG	
Bill Silverstein	RA
Robert Green	GG
John Privitelli	RA
100 BEG	
Greg Williams	P
Steve Beaver	LQ
Brian Hayes	BG
Mike McGhee	RA
100 EX	
Warren Reid	BG
Randy Skinner	LQ
Ty Richey	BG
100 JR	
Kurt Lustbaum	LQ
Tim Kennelley	GG
Don Tortorelli	BG
125 BEG DIV I	
Darcy Johnson	GG
Jeff Doolan	GG
Steve Fox	LQ
Tim Earle	BG
125 BEG DIV II	
Keith Dodge	GG
Russell Williams	P
John Criswell	RA
Skip Winkles	GG
125 BEG DIV II	
Dave Larson	P
Bill Silverstein	RA
Corky Robinson	GG
Laim Carlin	GG
125 BEG DIV IV	
Tom Ellis	GG
Greg Patterson	LQ
Ken McDonald	BG
James Kenny	GG
125 BEG DIV V	
Greg Byers	BG
Buddy Holstein	RA
Kurt Lustbaum	LQ
Joe Cruzer	RA
125 JR	
Don Ingles	P
Mike Loper	S
Kent Hawksworth	P
125 EX	
Alan Smith	S
Warren Reid	BG
Phil Tignor	P
250 BEG DIV I	
Jeff Collis	P
Mike Armbruster	S
John Gurzi	RA
250 BEG DIV II	
Gary Gonzales	LA
Greg Williams	P
Blake Fair	LA
OPEN JR	
Leo Sahl	BG
OPEN BEG	
Pat McBride	P
Philip Pratt	BG
Kevin Walker	BG
OPEN EX	
Randy Blevins	S
Russell Stark	BG
Bill Smith	LQ
250 JR	
Dan Burkhart	P
Jim Jenkins	LQ
Don Tortorelli	BG
250 EX	
Garry Faulks	P
Russelll Stark	BG
ENDURO	
Dan Brown	BG
John McDermott	BG
Richardo Herrera	LQ
TEAM TOTALS	
Pacifica	24
Garden Grove	22
Bolsa Grande	13
La Quinta	13
Rancho Alamitos	12
Santiago	7
Los Amigos	4

Puyallup Raceway MX
Puyallup, Wash.
Nov. 9, 1975
By Sue Sykes

MINI A	
Ken New	Yam
Jim Anderson	Yam
Mike Eyre	Hon
MINI B	
Tom Hilker	Hon
Rick Ryan	Hon
Dawane Smith	Yam
100 A	
Pat Jacobson	Yam
Jerry Johnson	Pen
Rick Merritt	Hon
100 B	
Bob Arnhold	Yam
Joe Harwood	Yam
John Matney	Suz
100 C	
Glenn Witt	Yam
Marc Anderson	Yam
Mitch Gillispie	Suz
125 PRO	
Bill Joyce	Hon
Gary Racca	Hon
Ed Davis	Hon
125 B	
Clint Calhoun	Yam
Ed Josties	Yam
Mark Buchanan	Suz
125 C	
Duane Marker	Yam
Tim Bowman	Suz
Mike Anderson	Yam
250 PRO	
Gary Potts	Suz
Blaine Elledge	C-A
Larry Mac Kenzie	Yam
250 B	
Don West	Bul
Gord Browne	Hon
Robert Bowers	Bul
250 C	
Talmon Hall	Hon
Steve Shattuck	Kaw
Mike Herlbert	Mon
OPEN PRO	
Mark Gregson	Kaw
Lon Lewis	Yam
Dan Zlock	Bul
OPEN B	
George Martin	Suz
Al Eschwig	Suz
Eric Olsen	Bul
OPEN C	
Jeff Samac	Yam
Steve Taylor	Yam
OVER 35	
Nick Anderson	Yam
Leroy Knight	Hod
John Taylor	CZ

TT Scrambles
Elsinore, Cal.
Nov. 8, 1975
By Andi Grangewer

MINI BEG	
Scott Evans	Yam
Tom Scott	—
Troy Drake	Yam
MINI NOV	
Kirk Johnson	Yam
Eugene Brown	Hon
MINI AM/EX	
Steve Griffith	Yam
Todd Brown	Yam
Chris Cannon	Yam
100 COMB	
John Throne	Yam
John Waples	Kaw
Chris Cannon	Yam
125 BEG	
Mike Neely	Yam
Perry Elliot	Suz
Gary Vinson	Yam
250 BEG	
Jim Moore	Yam
Kevin Williams	Yam
Ron Hlauka	Kaw
125 NOV	
Clifford Matthews	Kaw
Dave Larson	Hon
Duane Gallagher	Yam
250 NOV	
Ed Wine	Yam
Steve Colford	Bul
Bryan Thibodeaux	Yam
OPEN NOV	
Mike Montgomery	Yam
Don Kauffeld	Yam
Jim McHugh	CZ
SPEC NOV	
Scott Polson	Yam
Dennis Lane	Yam
Steve Colford	Bul
125 AM	
Don Acker	—
Carl Whitt	YZ
Don Tortorelli	H-D
125 EX	
Mike Tidwell	YZ
Chas Summers	YZ
Steve Woskoski	Yam
250 AM/EX	
Dan McWhorter	—
Mike Tidwell	Yam
Jeff Springman	Yam
OPEN AM/EX	
Don Grigsby	Yam
David Reinhardt	Yam
Ron Sheets	Yam
SPEC EX	
Mike Tidwell	Yam
Jeff Springman	—
Joe Steffen	Yam

Dallas Hillclimb
Dallas, TX.
November 16, 1975
By Diane Dolley

OVERALL	
Gary Chandler	750 Tri
MINI MINI	
David Chandler	Hon
David Almont	Yam
John Blanton	Chap
MINI	
Ronny Dahl	Hon
Bart Spears	Yam
Charles Goodnight	Yam
POWDER PUFF	
Teresa Provazek	Bul
Gloria Machakicek	Bul
Linda Wilhite	Yam
125 STREET	
Bobby Dahl	Hon
Bart Spears	Tan
Russell Meeks	Yam
STREET 250	
Jimmie Hammeck	Yam
Ted Bolton	Suz
Mike Polley	Suz
STREET OPEN	
Dennis Bunivatz	Yam
Carl Kaylor	Yam
Tommy Elkins	Bul
100	
Sunny Holmes	Kaw
Charles Goodnight	Kaw
Larry Chaney	Kaw
125	
Gary Chandler	Kaw
Jerry Cruise	Suz
Tommy Elkins	Bul
200	
Sunny Holmes	Bul
Tommy Elkins	Bul
Norris Meeks	Bul
250	
Will Alford	Bul
Henry Polley	Suz
Thurman West	Bul
350	
Will Alford	Bul
Henry Polley	Hon
Johnny Newman	Hon
500	
Cleve Martin	Bul
Duffy Douglas	Yam
Gary Chandler	Hus
1500	
Wil Alford	Tri
Henry Polley	Tri
Tom Hairston	Tri
EXHIBITION	
Cleve Martin	Bul
Wil Alford	Tri
Gary Chandler	Hon

Rio Bravo MX
Houston, TX
Nov. 9, 1975

MINIBIKE (UNDER 12)	
John Pollare	
Kyle Landrum	
Von Thomas	
MINI BIKE (OVER 12)	
Bikky Grubb	
Darrell White	
Gregg McLemore	
POWDER PUFF	
Donna Koch	
Diana Ashen	
Carrie McCrosky	
OVER 30	
Bob Merrit	
Larry Matuzewski	
Jerry Elrod	
100 AM	
Troy Broussard	
David Lichenstein	
Gregg Miller	
125 AM A	
Craig Schrader	
Todd McDowell	
Jerry Slaughter	
125 AM B	
Randy Divin	
Scott Stevens	
Bob Haley	
125 INT	
Arthur Prater	
Don Guillory	
Clint Ward	
125 EX	
Bo Koch	
Mike Wharton	
Mickey Pizzatola	
250 AM	
Don Guillory	
Larry Tallas	
Johnny Mikolas	
250 EX	
Bill Green	
Steve Schramm	
Greg Howard	
OPEN AM	
Eddie Griffin	
Mark Williams	
Joe Hunt	
OPEN EX	
Greg Howard	
Mark Pardue	
John Tutt	

Mosier Valley MX
Arlington, TX.
Nov. 2, 1975
By Dave Nielsen

JR MINIBIKE	
Steve Pate	Yam
Frank Rousseau	Yam
Lance Neckar	Hon
SR MINIBIKE	
Mike Loving	Hon
Keller Crowley	Yam
Tony Nielsen	Hon
OVER 30	
T.C. Carter	Yam
Jim Edwards	KTM
Hazen Smith	Yam
100cc NOV	
Ron Kunz	Suz
Don Kleypas	Yam
David Mootz	Suz
125 NOV DIV I	
David Jones	Hon
David Flores	Yam
Jesse Wheat	Suz
125 NOV DIV II	
Greg Biggs	Yam
Jimmy Jones	Suz
Jeff Rhodes	Yam
250 NOV	
Wayne Williams	Suz
Bobby Green	Suz
Stan Cross	Bul
125 INT	
Dennis Goodson	Suz
Mike Athens	Hon
Joe Wolfe	Hon
125 EX	
Ricky Blackwell	Yam
Larry Smith	Yam
Mike Hullett	Suz
250 INT	
John Rubin	Suz
Randy Johnson	Suz
Charles Wiese	Yam
250 EX	
Bobby Pickard	Pen
Wyman Priddy	Bul
Ricky Kidd	Hus
OPEN INT	
Joe Dowdy	Suz
Hazen Smith	Yam
Richard Davis	Hus
OPEN EX	
Bobby Pickard	Pen
Wyman Priddy	Bul
Jody Foust	Mai

MHMC MX
Agency, Mo.
Nov. 9, 1975
By Dick Ainsworth

MINI BIKES	
Derek Ashlock	Hon
Jeff Bauman	Hon
Rex Myers	Hon
100cc	
Mike C. Clemons	Suz
Mark Clemons	Suz
Steve Bauman	Suz
125 NOV	
Dale Schmick	Hon
George Hamill	Suz
R. Edwards	Suz
125 AM	
Billie Cohee	Suz
Bob Schutther	Hon
Dave Williams	Kaw
125 EX	
Dave Osborn	Suz
Jerry Crutcher	Hon
Richard Hird	Mon
250 AM	
Mike Smith	CZ
Mike Honeman	—
Don Whitcomb	Hus
250 EX	
Wes Patterson	Yam
Joe Yeager	Suz
Monty Mohler	C-A
OPEN AM	
Bill Hiehsman	Suz
Jerry Ashlock	CZ
Dennis Kelley	CZ
OPEN EX	
Doug Patterson	Bul
Rob Crawford	Hus

CMC Motocross
Irwindale, Cal.
Nov. 14, 1975
By Tom Blattler

MINI EX	
Bob Ott	Yam
Rick Atkins	Hon
Rex Smith	Yam
MINI DIV I	
Scott King	Hon
Andy Orescanin	Hon
Harley Perez	Hon
MINI DIV II	
Kevin Moore	Hon
Bobby Fernandez	Hon
Gary Wagner	Yam
100 JR	
John Wilson	Suz
Keith Beck	Yam
Mark Wiedeman	Yam
125 PRO	
David Taylor	Yam
Gary Denton	D&G
Rob Zamora	Hon
Don Bongioro	Hon
John Atwood	Yam
125 INT	
Mark Montoya	Hon
George Viens	Yam
Ross Thompson	Hon
125 JR DIV I	
Pat Orescanin	Hon
Lou Fernandez	Hon
Bob Walker	Hon
125 JR DIV II	
Keith Beck	Hon
John Kiesow	Hon
Keith Ehlers	Hon
250 PRO	
Bill Rubly	Mai
Val Tamietti	Mai
Bill Chapin	Mai
250 INT	
Duane Cave	Mai
Chito Martinez	Yam
Birdie Greenburg	Yam
250 JR	
Ed Beffington	Suz
Bret Lockhart	Hon
Randy Gulick	Yam
500 PRO	
Bill Rubly	Mai
Joe Johnston	Suz
Robert Zingg	Suz
500 INT	
Bill Petras	Bul
Cliff Hicks	Suz
Tom Mayfield	Mai
500 JR	
Dennis Bonnett	Mai
Mike Sipocz	CZ
Philip Ferree	Mai

Medford MX
White City, ORE.
November 9, 1975
By Lynne Diltz

MINI JR	
Gary Clavse	Hon
Bill Trott	Yam
Dennis Rumsey	Yam
Don Fowler	Yam
MINI SR	
Rex Haskett	Yam
Dan Burkey	Yam
POWDER PUFF	
Dee Hanscom	C-A
Cheryl Heath	Yam
Debra Price	Suz
100 JR	
Rick Bradley	Yam
Vic Lilya	Kaw
Mike Riley	Yam
100 SR	
Bruce Smylie	Suz
125 JR	
Chuck Hirschy	Yam
Robert Prefontaine	Suz
Larry Cox	Suz
Fritz Martin	Yam
Bert Arena	Yam
125 JR DIV II	
Danny Villopoto	C-A
Kyle McCaslin	Yam
Thomas Compton	Hon
Kirk Russell	Yam
Ray Sebring	Hon
Dan Harsfield	Yam
Ron Carterby	Hon
125 EX	
Ron Sutphin	Hon
Doug Simmons	Suz
Don Sutphin	Kaw
Tony Speck	Suz
250 JR	
Mike Hamilton	C-A
Mike Johnsen	Yam
Rodney Arena	Yam
LeRoy Maloney	Yam
Scott Coash	Yam
Don Owen	CZ
John Broadwater	Hon
Sam Huges	Hon
Rick Faltersack	Mai
250 EX	
Bob Conners	Bul
Bryan Davenport	CZ
Ron Haskett	Yam
Tony Speck	Suz
Mike Carlson	Mont
250 PRO	
Randy Wing	Yam
Gary Wilks	Yam
OPEN JR	
Lonnie Jenkins	Hon
Gary Johnsen	Yam
Steve Owen	Yam
John Mundt	Yam
OPEN EX	
John Waller	Kaw
OPEN PRO	
Mark Mattheisen	Yam
Mike Stubblefield	Yam
200 CLASS	
Dennis Nelson	Pen
Russ Salmans	Yam
Ray Price	Hus
Mike Skillman	Puc
OLD TIMERS	
Don Ruddick	Yam
Don Price	Suz
Jim Coutts	Kaw

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

Antelope Ramblers M.C. Hare & Hound trophies may be picked up at all remaining D-37 desert races. If you are unable to make these races, please call (213) 996-0150 (until Dec. 1 only) and make an APPOINTMENT to pick up your trophy. (46/3x)

DRA Team Race
Adelanto, Cal.
Nov. 8, 1975
Unofficial Results
By Jim Reed

OPEN EX	
1. Benny Padilla	Yam
Rich Mark	Suz
2. Gordon Schmid	Yam
Jamie Avels	Yam
3. Dave Wood	Yam
Rick Shirey	Yam
OPEN AM	
1. John Dykstra	Yam
Ron Dugan	Hus
OPEN NOV	
1. Chuck Fowler	Yam
Sid Perry	Yam
250 EX	
1. Mike Johnsten	KTM
Dean Miller	Yam
1. Rick Starrett	CZ
Ed Rodine	Hus
1. Vance Schmid	Yam
Tony Steffins	Yam
250 NOV	
1. Marty Lee	Bul
Neil Crane	Yam
2. Chuck Loyd	Yam
Dave Jensen	Yam
OPEN BEG	
1. Robert Biccum	Bul
Jim Biccum	Bul

DRA Senior Class
Point Standings
thru Oct. 19, 1975

1. G. Paull	1260
2. C. Greene	1006
3. G. Lanyon	940
4. S. Forney	860
5. J. Kelly	698
6. D. Lockridge	505
7. M. Dyott	460
8. D. Johnson	405
9. L. MacQueen	400
10. A. Jackson	370
11. E. Fitzgerald	330
12. G. Burke	323
13. D. Wooldridge	312
14. E. Denbow	290
15. E. Hatler	287
16. K. Ellis	265
17. L. Blomgren	259
18. J. La Porte	255
19. J. Sheldon	199
20. F. Larsen	196
21. D. Rogers	195
22. L. Jones	190
23. S. Norton	180
24. G. Tolmasoff	179
25. K. Soesbe	176
26. D. Doyle	175
27. J. Lohr	155
28. J. Gregory	150
29. J. Jones	146
30. S. Andrade	142
31. R. Sanchez	142
32. D. Edgington	135
33. D. Williams	132
34. J. McDown	130
35. D. Willey	120
36. R. Smith	120
37. L. Garton	110
38. G. Drake	110
39. P. Wallace	110
40. R. Villariza	100
41. F. Unhassobiscay	98
42. J. Kulek	90
43. R. Lowe	90
44. L. Ballenger	89
45. G. Broussard	84
46. H. Harris	80
47. J. Nelson	80
48. D. Breker	75
49. J. Standefer	75
50. R. Hubbard	75

DRA Hare Scrambles
Caliornia City, Cal.
Unofficial results
By Terry Rezek

OPEN EX	
Tim Bowman	CZ
Jamie Avels	Yam
Heath Hibbard	Yam
250 EX	
Doug Winchell	Suz
Gary Charters	Suz
OPEN AM	
Mike Martin	Yam
Chris Kallen	Yam
250 AM	
Dean Miller	Yam
Mike Patchen	Yam
125 AM	
Tom Kelly	Yam
OPEN NOV	
Chuck Fowler	Yam
Shawn Underwood	—
250 NOV	
Monty Lee	Bul
125 NOV	
Rich Muller	DMG
SR NOV	
M.S. Dyott	—
Don Lockridge	Yam
POWDER PUFF NOV	
Leslie Klug	Yam
Michelle Griffin	Hus
Winona Richardson	Hus
OPEN BEG	
Woody Childers, Jr	—
Tom Maddocks	—
Ken Renaux	CZ
250 BEG	
Mark Garrett	—
125 BEG	
Kirk Margheim	—
Dan Green	—
Brian Charters	—
POWDER PUFF BEG	
Jolene Payne	—
Carol Ishman	—
Karen Cochran	—
SR BEG	
Leo Blomgren	—
Glenn Burke	—

DRA Open Class
Point Standings
thru Oct. 19, 1975

1. D. Wood	1709
2. J. Avels	1465
3. B. Conroy	1446
4. G. Schmid	1290
5. P. Shepherd	1056
6. R. Sanders	1029
7. H. Hibbard	1021
8. K. Hasten	1000
9. R. Shirey	920
10. J. Richardson	814
11. E. Mundy	785
12. D. Rotundo	785
13. B. Balentine	700
14. P. McEvoy	654
15. L. Peterson	644
16. D. Bowman	630
17. B. Jantzi	615
18. M. Malocco	600
19. D. Nell	596
20. G. Ringrose	591
21. C. Kallen	580
22. D. Owens	575
23. H. McCasland	565
24. V. Peterson	565
25. F. Garica	512
26. W. Anderson,Jr.	485
27. J. Irby	475
28. G. Kammerman	472
29. M Martin	459
30. J. Artz	443
31. M. Owens	423
32. R. Martin	391
33. P. Kouri	385
34. S. Heinze	381
35. C. Fowler	379
36. J. McDowell	375
37. B. Goldstein	372
38. G. Paull	370
39. R. Burtscher	370
40. M. Keen	353
41. J. Jones	335
42. C. Palmer III	329
43. D. Bechtel	325
44. P. Nelson	323
45. R. Hall	317
46. C. Fees	310
47. W. Saltzman	290
48. D. Anders	285
49. K. Bishop	280
50. T. Harris	275

Cycleland Scrambles
Chico, Cal.
November 16, 1975

MINI 80	
Troy Cummings	Yam
Jim Souza	Yam
MINI 100	
Wade Wilson	Suz
100 NOV	
Scott Phillips	Suz
Steve Fuller	Suz
125 NOV	
Gary Elliot	Hon
Rick Loderer	Hon
Ken Gray	Hon
250 NOV	
Al Jenkins	Oss
Jack Jackson	Kaw
Brad Sanders	Hon
360 NOV	
Don Souza	Bul
Pete Upton	Yam
OPEN	
John engen	Mai
Jim Souza	Hus
E.C. McVey	Mai

Hill-in-the-Hole Climb
Saddleback Park
Orange, CA.
Nov. 16, 1975
By Ann A. Powell

125 CLASS	
Tom Turner	Hon
250 STOCK	
Ron Powell	Suz
250 MOD	
Doug Hall	Bul
360 STOCK	
Craig Mock	Yam
360 MOD	
Doug Hall	Bul
Craig Mock	Yam
400 STOCK	
Kerry Peterson	Mai
400 MOD	
Kerry Peterson	Mai
450 MOD	
Craig Mock	Yam
500 STOCK	
Carl Collier	Yam
Clyde Peterson	Yam
500 MOD	
Carl Collier	Yam
Neal Mackel	Tri
Ron Thompson	Yam
650 STOCK	
David Burk	Tri
650 MOD	
Ron Thompson	Yam
Carl Collier	Yam
OPEN	
Ed Shaver	Tri
Bill Correll	Tri
OVERALL	
Kerry Peterson	400 Mai

CMC MX
Carlsbad, Cal.
Nov. 23, 1975
By Jon Hayt

MINI EX	
Gary Tomlin	Hon
Fred Armenta	Yam
Rick Atkins	Hon
MINI JR	
Ron Lounsbury	Yam
Gene Walsh	Yam
Jeff VanCamp	Yam
125 PRO	
Robert Hannah	Yam
Nelson Whitehill	Yam
Danny LaPorte	Fra
125 INT	
Randy Hess	FMF
Alec Peterson	Yam
Doanld McIver	DCM
125 JR DIV I	
Abian LeLevier	Hon
Dennis Dalton	Suz
Alex Magana	Yam
125 JR DIV II	
Terry Shekell	FMF
Dave Humphreys	Hon
Gerald Schooler	Hon
250 PRO	
Robert Hannah	Yam
Jeff Jennings	Bul
Bob Elliot	Mai
250 INT	
Greg Bebeck	DMG
Steve Blackman	Bul
Dieth Dysert	Hus
250 JR DIV I	
Fritz Schlegal	CZ
John Mitchell	Bul
Michael Ramos	Hon
250 JR DIV II	
Chris Shaw	Hus
Jim Logsdon	CZ
John Myerschough	Yam
500 PRO	
Bill Rubly	Mai
Jeff Borden	Mai
Curtis Lessel	Suz
500 INT	
David Moates	Suz
Steve Fry	Yam
Mark Popel	Suz
500 JR	
Robert Spicer	Yam
Phillip Gibson	CZ
Sandy Pulford	CZ

Baja 1000
Official in-class positons
Nov. 2, 1975

CLASS 20 — 125cc	
1. Eric Jensen/ Carl Cranke	Pen
2. Bill Uhl/ Dick Miller	Hon
3. Lee Fabry/ R. Devonshire	Hus
4. E. Fuentes/ S. Bustos	Hon
5. Matt Landfield/ Jeff Lambson	Yam
CLASS 21 — 250cc	
1. Bruce Ogilvie/ Bob Rutten	H-D
2. Lloyd Suckut/ Melven Green	Yam
3. Lynn Wilson/ Bobby Wilson	Hus
4. James Hayes/ M. McNamara	Bul
5. Steve Holladay/ Wayne Cook	Hon
CLASS 22 — OPEN	
1. Al Baker/ Gene Cannady	Hon
2. Howard Utsey/ Larry Roeseler	Hus
3. Mitch Mayes/ A.C. Bakken	Hus
4. Duncan Hadden/ Gary Drean	Hus
5. Gene Dempsey/ Sam Dempsey	Tri

TRANS AMERICANA
NOW OPEN 12:30
FEATURES 12:45-3:00
5:15-7:30-9:45
PASS LIST SUSPENDED
IN THE
NOT TOO DISTANT FUTURE,
WARS WILL NO LONGER EXIST.
BUT THERE WILL BE
MOTOCROSS
(PG) 70MM & STEREO SOUND JAMES CAAN

Club Guide Information Blank

Free Listing for 1976 Club Guide
Deadline December 15, 1975

To have your club or organization listed in the 1976 Club Guide, fill out this blank and mail it to: Cycle News Club Guide, P.O. Box 498, Long Beach, California 90801. Your listing will appear in the new Club Guide to be published at the first of the year. If you were in the 1975 Club Guide and your club has moved, changed phone number(s), changed name or been disbanded, please use the blank to bring us up to date.

Name of Club_____

Street Address_____

City_____ State_____ Zip_____

Phone number(s) Area Code_____ Number_____

AMA affiliation: Yes____ No____

District number_____

Other organizational affiliation_____

Type of Club_____

Membership: Open____ Closed____

Signature of club officer_____

This is: a new listing____ a change____ a notice of disbandment____

Additional notes:_____

Don't

send Christmas cards . . . reach 55,000 friends this way.

Here's the deal:

We will give you any one of these ads expressing appreciation to your customers for only $25 each. (Reg. $36.50)

The special part: You can run this ad in any or all of our December issues! But hurry! Christmas will be here before you know it!

Merry Christmas

1

(your name, address, phone no.)

Seasons Greetings
to our customers & friends

2

(your name, address, phone no.)

Seasons Greetings
to our customers & friends

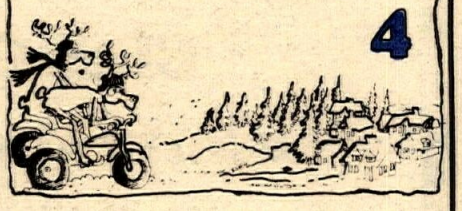
3

(your name, address, phone no.)

Merry Christmas
to our customers & friends

(your name, address, phone no.)

4



Seasons Greetings
to my customers & friends

5

(your name, address, phone no.)

Seasons
Greetings
to our customers & friends

6

(your name, address, phone no.)

Just fill out the coupon below and rush it to:

Cycle News West
Advertising Dept.
P.O. Box 498
Long Beach, CA 90801

Cycle News Instant Christmas Greeting

I am enclosing $_____ for _____ Ad(s) to appear in_____

☐ Issue 48 ☐ Issue 49 ☐ Issue 50 ☐ Please bill my account

Circle your ad choice

No. 1 No. 2 No. 3 No. 4 No. 5 No. 6

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

Opinion

Land use: How one county solved the problem

Don Ivan's account of how bikers in San Mateo County won key concessions from the local bureaucracy spans a multi-year effort of trail-and-error groping by a few dedicated bikers as they learned their way through the bureaucratic maze. Was it all worth it? Could there have been a better way? Don's conclusion at the end of his piece may startle you.

San Mateo County is the small county which lies in the heart of the San Francisco Peninsula. A busy metropolis of over 250,000 people stretches from San Francisco to the San Jose area. As an antidote for the urban rat race, the county conveniently has its own backyard playground and farm, which has been set aside as a Resource Management Zone. This expanse of open spaces includes thousands of acres of redwood forests, 50 miles of foggy Pacific coastline, very few people, and a vast area of rolling coastal foothills, which is mostly marginal grazing land but better described by "Papa Wealy" as "primo northern California riding."

There have never been any legal riding areas in San Mateo County for off-road motorcycles. Of course many of us have done a lot of super riding anyway, and even staged organized events – whether legal or not. Nonetheless, members of the Pacifica Motorcycle Assoc., an active and progressive club which has operated illegally (but sucessfully) on a 200 acre rocky cliff on our north coast, initiated pressure on county officails to respond to the needs of off-road vehicles. The result was the formation of a volunteer citizens committee by the Board of Supervisors, comprised only of motorcycle enthusiasts to work with the Parks and Recreation Department.

The history of events following the organization of that committee and the subsequent closing of the Knob Hill Ranch 1200 acre riding area should be a valuable reference for motorcyclists in other counties facing their own land use problems.

San Mateo County had previously been on record as totally against motorcycle recreation. In 1970, as result of pressures from motorcyclists, county policy was enacted which all but eliminated the possibility of ever having a legal riding area. Hundreds of motorcyclists had packed the Board of Supervisors public hearing and lined the streets outside while the group's attorney was losing his shouting match with Board members inside. After many of us wheelied away in disgust down main street, we came back five years later with different tactics, better timing and with different results.

We started with the Citizens Off-road Vehicle Committee, headed by a hard-working, dedicated motorcycle activist and co-founder of the P.M.A. – Chuck Gust. Through Chuck's persistent efforts along with myself and four other members (from an original 12 man committee) we compiled a very thorough study of the off-road vehicle problem in our county and presented our findings and recommendations to the Parks and Recreation Commission several months later. Even though we had favorable in-house support, we spent six months with Parks and Recreation, four months with the Planning Department, and two months waiting for a final decision from the Board of Supervisors. The Committee's report is an excellent document and is available upon request from the county.

Our basic ammunition was the obvious lack of reponsible government action in response to the 120% increase in motorcycle sales over the last five years and the obligation of government to properly use off-highway vehicle tax money. In addition to green sticker funds, every county has general fund tax money which can also be used to develop motorcycle recreation facilities. After all, motorcycling is a major sport now and our government spends tax dollars to acquire and operate public beaches, redwood parks and forests, airports, harbors, golf courses, playgrounds, bicycle, horse and hiking trails, and zero for our sport.

However, the first obstacle of the committee was the need to change outdated county zoning policy, which was eliminating the availability of thousands of acres of open land to motorcycle sport because of zoning restrictions. Zoning is the process whereby a handful of people tell everyone else what they can or can't do with their own property. In this county, the city people have taken all the open space, rural areas in their "backyard" and put it in the special "R.M. zone" to save it. If you want to do something with your land, you first purchase a permit application, then spend thousands of dollars on reports, studies, and mountains of environmental double talk and then wait four months to a year or more for an answer. This time frame is necessary to keep the governmental employees over-worked, underpaid, and too busy to be efficient, while the applicant waits for numerous public hearings while the entire process repeats itself two or three times, during which everyone hopes the project will go broke or give up.

After a one-year struggle, we have won this exception. The county will now allow, and requires, any prospective riding area to apply for a permit to operate – whether large or small, public or private, commercial or non-profit.

Though seemingly an anti-climatic success, changing county motorcycle park policies and opening new doors with county officials has been a major accomplishment, and may well be a precendent for other counties, statewide.

The main concentration of the committee's efforts, and critical to the re-opening of Knob Hill Ranch, was to change county policy which prohibited any motorcycle activities on lands under contract of the California Land Conservation Act of 1965 (Williamson Act) A similar effort was initiated at the state level by Assemblyman Chappie at M.O.R.E.'s request, but was defeated in committee.

However, in San Mateo County we succeeded in changing implementation

of the Williamson Act at the local level. This means over 45,000 acres of additional open space, prime land is now potentially available for future legal riding areas, and allows landowners an additional recreational land use along with their big tax dodge in the name of open space preservation.

This change took over a year of hard, persistent volunteer work, appearances at more than 10 public hearings, constant phone calls, personal appointments, and letter writing to county supervisors and other public officials (most of whom were very sympathetic but still unable to make things happen at a respectable rate of progress).

Also, while only five people carried on the task for the more than 50,000 motorcyclists in our county, over 500 letters from members and friends of Knob Hill Ranch and the other local clubs poured into the county offices to aid the cause. Much outside influential correspondence also opened minds and aided our progress. It was done entirely without legal counsel or representation and without money. A special thanks should go to Chuck Gust and to Alan Bygdnes of the Redwood City chapter of the P.I.T.s – both of whom will just not give up.

This story is not necessarily a success formula for other groups in other counties facing similar problems, nor is it the end of our effort. It was the only system we had, so we used it – but it's unsatisfactory. Too much depends on luck, timing and politics. We were lucky to have a few responsible politicians to work with in the government and it still took a year.

Some of those politicians were the result of San Mateo's County's proven example of organized motorcyclist voting strength being successful. This goes back many years to when the San Mateo County Motorcycle Association, engineered by Alan Bygdnes and Roger Selby, was a major factor in the election and defeat of certain candidates for public office. Since our industry cannot "buy and sell" public officials, real voting strength is important. Our issue was decided long before the policy was officially changed at the final public hearing, and the word has been coming from the top down all the while we were following the mechanics of the system from the bottom up.

The whole process and system is discouraging, so another solution must be developed.

The answer is money – collective money. Land use is *the* primary issue. Without land, we don't have a sport – only another means of transportation. Land is disappearing fast and becoming more and more difficult to obtain in large tracts – even privately. We are nursing a dream thinking we have the time to succeed with political games, to fight ecologists and environmentalists, trying to save public lands so our motorcycles can "destroy" them. A change in direction, spending, and people is needed now.

There is a simple, easy to adminster solution which would yield immediate results and provide a tangible incentive for motorcyclists and the industy to be spending their support dollars on. Buy land! Why spend $15 on a green sticker to ride on private land or to ride on state facilities like McGill Cycle Park? Motorcyclists can duplicate the green sticker program by having a "tax" program of our own, collecting our own money to purchase and operate our own facilities. If motorcyclists had accumulated the millions of dollars which have gone into the green sticker program for our own use, there would already be a giant network of dirt bike riding areas, privately owned, operated, and regulated by motorcyclists – collectively and organizationally. Our need is to buy and establish riding areas now without a dependence on incompetent government tax programs and their administrators, or the scams of industry organizations which shadow government ineffiency. Our sport is in a deepening rut now, but we have the energy, numbers, and resouces to bail ourselves out. The time is now, the writing is on the wall. I'm ready, but can't do it alone.

Don Ivan

Guest editorial

You can smell the tar bubbling

The following are excerpts from the November 16 "Checkered Flag" column written by Owen Kearns, Jr. of the Bakersfield Californian. In it, he tells the general, non-riding public a little bit about us, and why we might have reason to turn militant. It's also a sign that our side of things is finally, bit by bit, beginning to break out through the media smokescreen . . . Editor

One might expect motorcyclists, busy "doing their thing," to be among the more apolitical citizenry.

Unfortunately, for motorcycling, this frequently has been so.

The evidence suggests, however, that the cyclists – their back to the wall – are turning militant. They are going into the political arena to protect what freedoms government hasn't already confiscated.

Most of California's desert has been closed to riding. The annual Barstow-to-Las Vegas race was scrubbed by Bureau of Land Management decree several months ago at the behest of conservationists.

State antinoise campaigns are driving some cycles off the market, notably in Oregon.

Antipollution regulations may kill the two-stroke bike.

Big Brother fancies laws which force a motorcyclist to wear a crash helmet and burn his headlight in the daytime.

Chip, chip, chip but, compounded, it's an avalanche.

A variety of lobby groups have sprung up, from the American Motorcycle Association to M.O.R.E., which has campaigned in Washington and Sacramento against helmet laws.

They are no-nonsense organizations and have not been afraid to stand up to legislators and bureaucrats.

On the grassroots level, judged by actions and letters to the editor, the folks are more than a little distressed. They have fire in their eyes and you almost can smell the tar bubbling.

Once, the fury could be dismissed. No more. Cycles have proliferated, both on and off-road. Virtually everybody rides, from dentist to lawyer to bricklayer to housewife to junior high school student.

The politician who ignores them is in for a very nasty surprise should this sleeping giant ever be awakened.

We suspect that awakening is close at hand. The distrust of government, and dissatisfaction with bureaucratic meddling, seems universal. Small wonder the bikers have caught the bug.

Millions of Americans have goals and aspirations which government by an elite seeks to thwart. Retribution, however, may be just around the corner.

When traditionally apolitical groups begin seething with political action, look out.

Owen Kearns, Jr.

The Phantom Duck, pro & con

Is a protest trail ride in the dez right or wrong? CN's readers sound off on both sides:

"I think you have a damn good idea, but you should try to organize this as you would any other protest march. First, get a march (ride) permit. Second, notify the media and third, for safety's sake have Rescue Three just in case you need them." *Dick Johnston, Mojave.*

. . . "The Sierra Club will be right there with cameras rolling. What I'd like to see is for 5,000 to go out and lay a black wreath on the starting line to tell the world they are killing a good American sport" – *John Martin, Azusa.*

. . . . "You will never get away with it. You have a big mouth, backwash in your beer, and phunny-looking phriends like "Black Monsoon". See you at Harvard Road" – *"TLS", Diamond Bar.*

. . . . "Wow! I sure hope the Unofficial Barstow-to-Vegas doesn't come off. The opponents will be screaming for years. A bad scene would do irreparable damage to the sport." – *Paul Hefferlin, Oceanside, CA.* . . .

"Stand up and be counted. Almost every day there seems to be some sort of peaceful demonstration going on. It is not illegal. If the riders really care, then I suggest that they show their faces at the Phantom Duck run, hold a peaceful demonstration and obey the desert rules. By the way, who the hell authorized the District leaders to put on a double point race?" – *Yup Yup Hooper, Huntington Beach, CA.* . . .

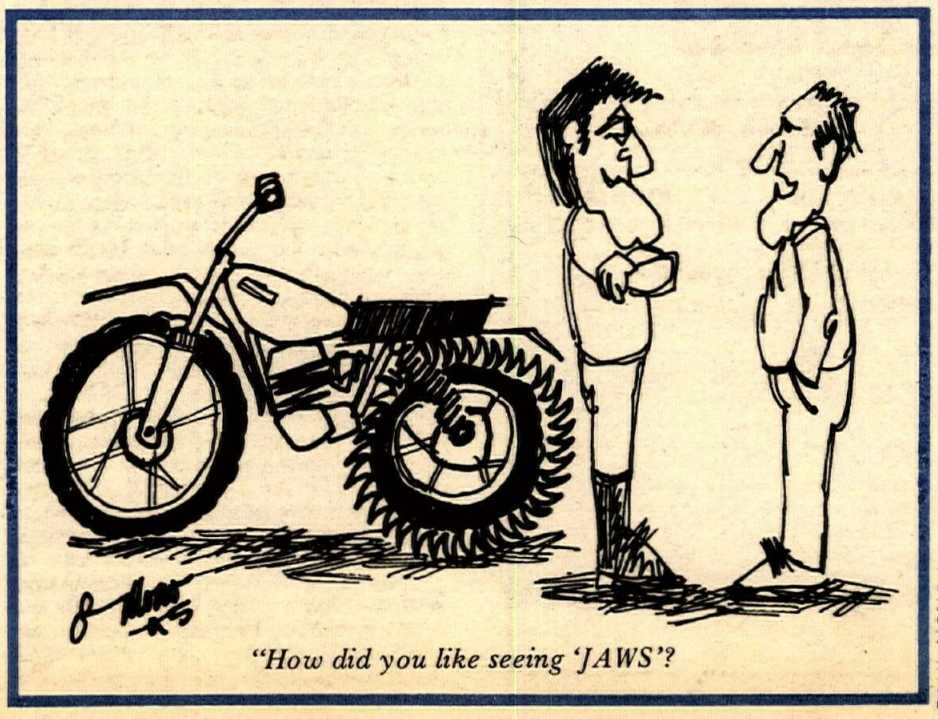
"Me and my friends would like to start a Phantom Duck Fan Club. Does he really quack?" – *Fan, Ontario, CA.* . . .

"By participating in the duck's event we will provide our enemies with more ammunition. Instead of spending all that time and money, write BLM and your elected officials. '76 is an election year and votes talk." –*Desert Racer* . . .

"I think if all else fails we should run Barstow-to-Vegas anyway. If we let them take this one away from us, the desert is lost to us for good. We have to make this stand now. Can Cycle News give us any guidance?" – *Walt Boles, La Habra, CA.* . . .

Guidance? We're full of guidance – and other brown material. I think everybody already has their mind well set as to the pros and cons of the Duck Ride. What's important is that we have a choice, and can do as our mindset dictates. The double points run will help racers make up for the lost Huntington Beach race and feed the legal defense fund. The trail ride will (hopefully) come off as a peaceful protest and help prove that desert closure is as unenforceable as Prohibition.

What's crucial is not which event you go to but that you go to one of them and know exactly why you're going. Regardless of whether your destination is Cal City or Harvard Road, know that you're headed into the desert on November 29 because you care what happens to the sport . . . *Editor.*



"How did you like seeing 'JAWS'?

PAUL MONO

HAPPENINGS

(Continued from page 11)

48105, to respond to questions that motorcycle manufacturers and others may have regarding proposed emission regulations. Agenda for the meeting will be developed from lists of questions submitted by manufacturers and other interested parties.

Questions should be submitted to the Director, Emission Control Technology Division, U.S. Environmental Protection Agency, 2565 Plymouth Rd., Ann Arbor, Michigan 48105. Deadline December 3. Questions will also be accepted from the floor.

BLM – CALIFORNIA

BAKERSFIELD DISTRICT MULTIPLE USE ADVISORY BOARD

Meeting December 11-12, Holiday Inn, 300 W. Palmdale, Palmdale, CA. The Dec. 12 meeting will be joint with the Riverside District to consider the El Paso-Red Mountain Unit Plan. Open to public. Those wishing to make oral statement, notify Dist. Manager Louis A. Boll, 800 Thruxton Ave., Rm. 311, Bakersfield, CA 93301. Written statements may be submitted at the meeting or mailed to the above address. Further info, Paul W. Savercool, PAO (805) 861-4191.

USFS – OREGON

DESCHUTES NAT'L. FOREST ADVISORY COMMITTEE

Meeting December 4, Forest Supervisor's Conference Rm., 8 p.m. Open to public.

BLM – NEVADA

NEVADA STATE MULTIPLE USE ADVISORY BOARD

Meeting December 10-11, Pioneer Inn, 221 S. Virginia St., Reno, Nevada at 8 a.m. both days. Open to public. To make oral statement, contact Carl A. Gidlund, Chief Public Affairs Staff, BLM Nevada State Office, Rm. 3008, Federal Bldg., 300 Booth St., Reno, NV 89502. Phone (702) 784-5459. Written statements may be filed at the meeting or at the above address. •

Hey you !!

JOHN ULRICH

Do you have a favorite photograph of yourself, your family or friends? Send it along with your subscription to Cycle News & you will see it published in our giant End-of-the-year-issue!

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REGULARLY SCHEDULED EVENTS

This section has been split into two parts (West and Central) to reflect the merger of Cycle News Central with the West paper. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events," "West," or "Central." Events will automatically appear each week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

WEST

"On Any Sunday"

MOTOCROSS
Valley Cycle Park, Hwy. 23 & Tierra Rejada Rd., S of Moorpark, CA. All classes, sil. req. 805/529-9546.

BICYCLE MX
Western Sports A-RAMA on Lincoln btwn. Glassell & Batavia in Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 9:30 am. Entry $2.50, discount card avail. 714/998-6373, 998-3535.

BICYCLE MX
Saddleback Park, Orange, CA. Power Strokers '75. Sign up at 11 am, 1st race 1 pm. 714/639-5832.

MOTOCROSS
Eugene, Ore. I-5 to 126 West in Eugene, to Danebo. 11th & Danebo in Eugene. Prac. 10-11, race 11 am. Entry $2 gate, $3 ride. All classes, Beg/Nov/Ex. 33% trophies, 100% Pro p.b. 503/344-0140.

ESCAPE COUNTRY MX
Trabuco Cyn. Ca. San Diego Fwy. to El Toro Exit, E 13 mi. First day thru Ex. Sign up 7:30 am, prac. 7:45-8:30, race 9. Memb. not req'd., ins. for all racers. 714/586-7964.

BMX
Corona Rcwy., Corona, Ca. 1:30 pm start. $3 entry, no gate fee. Downhill course. 714/998-3535.

MOTOCROSS
Elsinore Rcwy., Lake Elsinore, Ca. Hwy. 71 at Lugonia Ave. Gate $1, race $4 Sign up 8 am, prac. 9, race 10. Sil. req'd. 714/826-2386, 674-5383.

CMC ROUGH SCRAMBLES
Cycle Land Spwy., 14 mi. S of Chico, Ca., on 99E. $2.50 to ride/watch, $2 entry, CMC lic. req'd., avail. at sign up. Signup 8-10 am, prac. 10-11, race Noon. 916/342-9302, 342-4216.

2nd Sunday

SRAC/BRRMC MX
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy. 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes, minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 9. 303/443-0825.

1st & 3rd Sunday

AME MOTOCROSS
Fly-n-Rcwy., Thermal, CA, 6 mi. S from Indio take Airport Rd. to track. Open 7 am, sign up and pract. 8-9, race 9. Entry $6, Ex. $12, non-memb. add $2. 100% p.b. to Ex. Free overnite camping at track. 714/328-4512.

TT & HALF MILE
395 Cycle Park. No membership req'd. Sign up 8:30-9:30, race 10. $3 entry, $2 gate to 12 and over. Customer overnite camping OK. 25% same day brass. Hwy 395, Adelanto, CA. 714/246-6109.

2nd & 4th Sunday

MOTOCROSS
395 Cycle Park. No memb. rq. Signup 8-9 am, pract. 8:30, race 9:45. 40% brass. Entry $7, no gate to rider. Gate $2 to over 12. Free customer camping. Hwy. 395, Adelanto, Ca. 714/246-6109.

2nd,3rd & 4th Sun.

ATLANTIS PARK
Atlantis Park, Garden Grove, CA. Btwn. Magnolia & Brookhurst in GG. No memb. fee, no gate fee. $4 per entry. 83cc max. Sign up 8:30-9:30 am. 714/839-2539.

1st & 3rd Tuesday

M.O.R.E. MEETING
Orange County Chapter. Trask & Newhope St., Garden Grove, OCMC Clubhouse. Meetings start at 7:30 pm. 714/542-8964.

2nd & 4th Tuesday

M.O.R.E. MEETING
San Fernando Chapter. 1523 Fifth St., San Fernando, CA. Meeting starts at 7:30 pm. 213/361-8530.

Every Wednesday

AMC NIGHT MX
Orange Cty. Intl. Rcwy., Irvine, CA. 200% Pro p.b., 30% brass. Entry $6, all classes. Non-memb. $2 extra. $3000 rider med. cov. Open 5 pm. race 7:30. 714/581-2778
Free rider gate.

Every Thursday

CMC MOTOCROSS
Portland International Rcwy., Portland, Ore. Gate open 5 pm, sign up by 6:45, race 7. 100% p.b., 30% trophies. 503/285-7060.

R.A.C.E. MX
Corona Rcwy., Corona, Ca. Beg-Nov-Am-Ex. Gate open 5 pm, prac. 6, race 7. Entry $4 memb., $5 non-memb. 100% p.b. to Ex. 30% same day brass. 714/689-1913, 735-1705.

CMC MOTOCROSS
Delta Park, Portland, Ore. Gate open 5 pm, sign up 5-6:30 pm, prac. 6, race 7. 100% Pro p.b. 30% trophies (6 per class). 503/285-6635.

Every Friday

AME MOTOCROSS
Indian Dunes, Valencia, CA. Sign up 6-7:30, race 8. Entry $5 Sptsmn., $10 Ex. 100% p.b. to Ex. 30% trophy Sptsmn. $3000 med. ins. AME lic. req. PO Box 1421, Reseda, CA 91335. 213/881-5778.

R.A.C.E. HSMX
Corona Rcwy., Corona, Ca. Open to Inland Empire Leagues. Gate open 5 pm, prac. 6, race 7. Gate $2 student, $2.50 adult. 714/689-1913, 735-1705.

BICYCLE MX
Western Sports A-RAMA on Lincoln Btwn. Glassell & Batavia in Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 6:30 pm, entry $2.50. Discount card avail. 714/998-6373, 998-3535.

Every Saturday

R.A.C.E. BMX
Bicycle MX, Corona Raceway, Corona, CA. PO Box 388, Corona. 91720. Open noon, race 1 pm. Entry $2, no spectator fee. Downhill course. 18 different classes. 30% trophies, same day, fin. ribbons. 714/735-1705, 689-1913..

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign up 7:30 am, race 9. $5 all

classes. 714/653-2633, 735-1301.

D-36 MOTOCROSS
Live Oak Raceway, 9 mi. N of Yuba City on Hwy. 99-signs to track from stop light. Sign up 4 pm. prac. 4:30-6, race 6:30. $7 post entry, $5 mail. All classes. Live Oak Racing Assn. 541 Main St., Yuba City, CA. 95991. 916/673-1090, 673-7767.

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. Gate open 7:30 am, prac. 8, race 9. No memb. req. Jr. $7, Ex. $12 with $10 p.b. Jr. ride 3/twenty min. motos. I/E 2/40 min. motos. For info. 714/830-8010.

BMX
Saddleback Park, Orange, CA. American Bicycle Assoc. Sign up 11 am, 1st race 1 pm. 714/639-5832, 597-0478.

R.A.C.E. MOTOCROSS
Corona Rcwy., Corona, CA. Open 8:30 am, prac. 9, race 10. Entry $5 memb, $6 non-memb. Reg classes, plus Vets and Minis. 30% same day trophies, 100% p.b. to Ex. 714/735-1705, 689-1913.

ESCAPE COUNTRY MX
Trabuco Cyn. Ca. San Diego Fwy. to El Toro Exit, E 13 mi. First day thru Ex. Sign up 7:30 am, prac. 7:45-8:30, race 9. Memb. not req'd., ins. for all racers. 714/586-7964.

TT SCRAMBLES
Elsinore Rcwy., Lake Elsinore, Ca. Hwy. 71 at Lugonia Ave. Gate $1.50, race $3. Sign up 5 pm, prac. 6, race 7. Sil. req'd. 714/826-2386, 674-5383.

BICYCLE MX
Valley Cycle Park, Moorpark, CA. Sign up 9 am, start 10. 805/529-9546.

B.O.S.S. CMC SEMI PRO MX
Helvetia Park, CA. Harbor Blvd. 5 mi. along Sacto River. Gate open 6:30 am, race 9. Entry Sptsmn. $8, Pros $15. 30% trophies, 100% p.b. 916/362-2796.

2nd & 4th Saturday

MOTOCROSS
Carlsbad, Ca. Jr/Int $6, Ex. $10. 100% p.b., 30% trophies. Gate open 8am, races over 2pm. Long motos. No memb. req. Husqvarna. Gate $2.50 riders. 714/729-3492.

CENTRAL

On any Sunday

PRO-AM SHORT TRACK
Baytown Raceway, Baytown, Tx. Pro-Am. Exit I-10 at North Main Exit. 2 mi. N of I-10. Info: Earl Turner (713) 576-6025.

AMA SHORT TRACK
Mid-Am Motorcycle Raceway. Lincoln, Neb. Pro-Am. (402) 464-4244.

Every other Sunday

MOTOCROSS
Long-Acres MX, 12 mi. W of Mannford, OK on old Hwy. 51. All classes, Am-Nov. Race at 12:30 p.m. (918) 865-4028.

1st Sunday

MOTOCROSS
At the Big Dig. Albuquerque, N.M. Broadway to Los Piarcos Rd. S, turn left cross bridge, and turn left to Albuq. Drage. 1 mile past Drag. Race at 11 a.m. 298-7013.

MOTOCROSS
Thunderbird Park. 5 mi. E of Claremore, OK. Follow signs on US 66.

PRO-AM MX
Oak Ridge MX Park, Lufkin, Tx. Pro-Am. 3 mi. E of Lufkin on Hwy. 103. (713) 634-3122 Larry Clark.

HILLCLIMB
Lake Whitney Cycle Ranch, Tx. Noon race. $2 entry fee. Info: Texas Hillclimbers Assn. (214) 337-7534.

Every 1st, 3rd Sun.

MOTOCROSS
League City, Tex. I-45 to Hwy. 518 W 2.5 mi. Start 11:00. (713) 332-5313.

OAK HILL MX
Located between Alvord & Decatur, Tex. on Hwy. 287-81. Exit at Mt. Zion Rd. (817) 427-2663.

MOTOCROSS
Sooner MX Park, Amber, Okl. Amateur. 37 mi. SW of Okl. City, take Hwy. 37 to Tuttle, then Hwy. 92 S to Amber. Info: (405) 672-9629, 239-8532.

MOTOCROSS
Seminole County MX Park, OKla. Pro-Am. 9 mi. S of Seminole. New Hwy. 99. Info: (405) 382-5818.

D-20 AMA MX
Centex MX Park, Cameron, Tx. Pro-Am. 4 mi. W of Cameron on Hwy. 36 and 190 towards Temple. (817) 697-2835. Dist. 20.

MOTOCROSS
Chappell Hill MX off Hwy. 290 at Brazos River, Chappell Hil l, Tx.

MOTOCROSS
K&R Motocross, Pauls Valley, OK. $360 purse. Also Am., Nov., mini and PP trophies. Exit I-35 at Paoli, 4 mi E, follow signs. Prac. 10, race at 12. (405) 484-7546.

MOTOCROSS
Blood, Sweat, & Gears, Inc. Stillwater, OK. Am. I-35 to Stillwater exit (Hwy. 51), E 4 mi., then 2.5 mi. (405) 336-5173 nights.

MOTOCROSS
Swan, Tex. 6 mi. N of Tyler in the Piney Woods. Race 12:30 pm. Rain or shine. (214) 561-1463.

1st, 3rd, 5th Sun.

MOTOCROSS
Squabble Creek, Rockwall, Tx. I-30 to Rockwall exit, Hwy. 205, turn N, 6 mi. thru town, to FM 552, then left to track. Trophy races. (214) 272-6376.

MOTOCROSS
Austin MX Park, Austin, Tx. Pro-Am. (512) 451-2326.

PRO-AM MX
Mosier Valley MX Park, Euless, Tx. Pro-Am. Hwy. 157 N from Dallas-Ft. Worth Tpk. (I-20) 5 mi., left on Mosier Valley Rd. to track. (817) 267-9153 or 277-9917.

2nd Sunday

D-20 AMA MX
Cyclerama, San Antonio, Tx. I-35, right on Loop 410 W. Exit on Southon Rd., left and follow signs. (512) 736-2891

PRO-AM MX
Paradise Valley MX Park, Alvarado, Tx. 3 mi. S of Alvarado on I-35 W, Greenfield and Barnsville exit 2 mi. E. follow signs. 214/330-8606

TRIALS
By West Texas Trials Assn. Bill Hembree (915) 263-4283.

2nd & 4th Sun.

MOTOCROSS
20 mi. NE of Denton, Tx. Take Hwy. 455 off I-35 to 352 and follow signs. Info: (817) 686-5035.

AMA MX
Oak Tree Motocross Park, 1 mi. off Hwy. 35 on FM 46 Danbury, Tex. (713) 849-4461 or 922-1145.

MOTOCROSS
Denton Valley Cycle Track, Tx. From Dallas take I-35 S to Loop 288 exit. W till light. N on McKinney Rd. past Mayhill to track. 382-1607.

MOTOCROSS
Stemmons Cycle Park, Tx. I-35 between Carrolton and Lewisville, exit Sandy Lake Rd. Prac. 9 a.m. (214) 243-6247.

MOTOCROSS
Davis, OK. 3 mi. S of Davis on Hwy. 77, or ½ mi. N of I-35 on Hwy. 77. (405) 369-2117.

MOTOCROSS
San Marcos Motopark, Tx. (512) 392-5979.

MOTOCROSS
Kingfisher Raceways, Inc. OKl. Pro-Am. Hwy. 33 E 3 mi. then 3 mi. S. (405) 263-7377.

MOTOCROSS
Big Creek MX Park, Tx. Near Lake Summerville, next to Big Creek Marina. (713) 822-9430.

2nd, 4th, 5th Sun.

MOTOCROSS
Rio Bravo Park, Houston, Tx. (713) 991-3230 or (713) 458-0090.

3rd Sunday

HILLCLIMB
Dallas, Tex. Between Hwy. 80 and Dallas-Ft. Worth Turnpike in Dallas. Noon start. (214) 337-7534.

MOTOCROSS
Carlsbad Motorcycle Park, N.M. US 285 N to Carlsbad, N.M., take Canal St. N across Pecos River. Track on right, after railroad tracks.

MOTOCROSS
San Angelo, Tex. Go S on Hwy. 277 8 mi., then W 2.2 mi., follow signs. (915) 655-5061.

Every 4th Sun.

PRO-AM MX
Southwest MZ Park, Lockhart, Tx. Pro-Am. (512) 398-3328.

MOTOCROSS
Longview, Tx. I-20 past Kilgore, exit FM 2087 right, first house on right. (214) 663-0011.

MOTOCROSS
Armadillo Motopark, Irving, Tx. County Line Rd. S from Hwy. 183. Track 2 mi. on Rt. Race 11 am. (214) 252-7864. Every 2nd Sunday Pro-Am. Every 4th Sunday Jr.-Int.

MOTOCROSS
Lake Whitney Cycle Ranch, Tex. I-35 to Hillsboro, W on Hwy. 22 about 15 mi. to FR 2960. Left 3 mi. (817) 694-2901.

Every Fri. night

SHORT TRACK
Deanza Raceway, Claremore, OK. (918) 446-6650.

Every 1st & 3rd Fri.

HALF-MILE
Erie, Col. at Col. National Speedway, Pro-Am. 20 miles N of Denver on I-25 and follow signs. (303) 443-0825.

Every Sat. night

MOTOCROSS
Douglas Motorcycle Raceways. Pro-Am. I-40 to Douglas Blvd. exit. Go S 2½ mi. to 59th ½ mi. S to track. (405) 677-1381, 732-0212.

SHORT TRACK
Will Rogers Memorial Center Barn 8, Ft. Worth, Tex. 1/16 mi. short track, TT, or MX. (817) 268-0681 or (214) 276-0409.

SHORT TRACK
Thunderbird Park. 5 mi. E of Claremore, OK. Race 8 p.m. (918) 341-8282 J.M. Jackson.

Every 4th Saturday

MOTOCROSS
Rusk Lions Clubs MX Park, 3 mi. NE of Rusk, Tx., on FM 768. Gate open 9 am, race 2 pm. Entry $3. 214/683-2811 days, 683-4750 eves.

RAWHIDE CYCLE PARK
W.H. Co. DBA

GRAND OPENING
December 7th
Motocross & Trail Riding
Door Prizes – Contingency – 30% Trophies
Grand door prize
GT80
Donated by S&L Yamaha Huntington Park
Trail & Motocross riders eligible for drawing
MX classes:
125-250-Open-Women's Division
$6 Sportsman $10 Expert (100% Ex. payback)
Gates Open 9 am Practice 8 am
1st race 9 am sharp!
$3,000 rider medical insurance
for info call: 714-595-3844

Ride With The Best
CMC
Continental Moto-Sport Club
1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9
EVERY WEDNESDAY—SOUTH BAY SPEEDWAY,
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
EVERY WEDNESDAY - ASCOT
CMC LICENSE REQUIRED $7.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!
CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

DESERT Racing Association
Proudly Presents
the 20 Mule Team
Parkway "200"
January 4th
$12,000 cash purse up to 70% rider payback. *Based on 50 Pro entries and 100 Semipro entries (pro rated purse forward and backward)* Pro Class (Amateur Expert). Semipro Class (Novice).
info: 714-373-4647

District 37
Motocross
Sunday, December 7
CRC *CORONA RACEWAY*
714-689-6114

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
Race with AME
1st Sunday—Valley Cycle Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 8:00-9:00 First event 9:30
2nd & 4th Sunday—Indian Dunes Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 7:30-8:30 First event 9:00
Beg, Jr, Int $6 Mail, $10 Post, Pros $12 Mail, $15 Post.
Every Friday Night—Indian Dunes
AME License required—$7 per year
$4000 MEDICAL INSURANCE
SANCTION AVAILABLE
A.M.E., PO Box 1421
Reseda, CA 91335 213-881-5778

Perris Racetrack Reopens

Sunday, January 4 '76
8 week high point series
TT – Scrambles – Short Track
30% Trophies
Watch for Christmas ad
info: 714-925-2871 after 6 pm

Dirt Diggers Last MX!
Last District 37 MX of '75 Dec. 14th
Valley Cycle Park
info: 213-887-6684
DIRT DIGGERS MOTORCYCLE CLUB

Let's show the world that motorcycle riders are No. 1

Every Wednesday Night MX
O.C.I.R.
AMC

AMC
RACE SCHEDULE
Nov. 30 – No Race
Dec. 7 – Carlsbad
Dec. 14 – Saddleback
Dec. 21 – Carlsbad
INFO 714-581-2778

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

November 28-29

SRA SPEEDWAY
Cow Palace, San Francisco, Ca. The Big One. Championship races + Handicap races. 8:15 pm. 415/334-4852.

November 28-30

MINICYCLE CHAMPIONSHIP
Minicycle and Schoolboy Nat'l Championship. North Fla. Rcwy., Jax, Fla. 904/284-2966.

November 29-30

D-37 EUROPEAN SCRAMBLES
California City, Cal., limed from Cal City Golf Course. Nov. & Women's Div. Sat., Am/Ex, Sr. on Sun. 8 am. Trail start both days. Entry $10, all proceeds go to D-37 legal fund. Double points. Rescue 3. 213/345-5049.

November 29

INDOOR SHORT TRACK
Douglas Cnty. Fgds., Roseburg, OR. Pract. 6:30-7:30 pm, race 8. Class "C" tires and mufflers req'd. 100% p.b. to Semi Pro class. 503/832-2303.

P.I.T.S. STATE CHAMPIONSHIP TRAILS
Purisima Canyon, Half Moon Bay, Ca. Hwy. 1 S from Half Moon Bay 1¼ mi. to Higgens-Purisima Rd., L and follow markings. Sign up 8-10 am, start 10. $5 entry. Ltd. camping, no facilties or campfires. 415/368-3464.

D-36 ROUGH TURKEY SCRAM.
Lodi Cycle Bowl, Lodi, Ca. Sign up 9-11 am, pract. 9:30-11, race Noon. Entry $3.50, xtra bike $1.50. 100% p.b. to Ex. 209/368-7182.

CENTRAL

PRO INDOOR ST
Amarillo Civic Center, Amarillo, Tx. Mini Man class sign up 3-4 pm, tech insp. 3, prac. 3:30-5. 125, 360 A/B classes sign up 5-7, tech 4:30, prac 5:30-7. Races at 8. $400 360-A class purse. Entry $6.

November 30

SADDLEBACK TRANS-AMA
Saddleback Park, Orange, Ca. Chapman E to Santiago Cyn. Rd. Noon start. Tickets from Liberty, Mutual. $7 advance, $8 at the gate. 714/558-1584.

B.O.S.S./CMC SEMI PRO M X
Argyll Park, 12 mi. S of Dixon, Ca. on Hwy. 113. Gate open 6:30 am, race 9. Entry $8/$15. 100% p.b. to Ex. 30% trophies. 916/635-5240.

SEMI PRO MX
Carnegie Cycle Park, Livermore, Ca. Gate open 6 am, prac. 7, race 9. No lic. req'd. 408/732-1197.

MOTOCROSS
Medford MX Park, Kirtland Rd., White City, OR. 100-125-200-250-Open classes plus Minis and OT. Also BMX. 100% p.b. to Ex. 503/855-7511, 773-1494.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Ca. Start 9 am. Entry $15 Ex., $8 all others. 100% p.b. to Ex. 30% Sptsmn. brass. Sign up 7:30-8:30. 415/634-3328, 634-2086.

GRIZZLY BEAR ONE DAY TRIAL
Fouts Springs, Ca., W of Maxwell on Hwy 5. 100 mi. trail and 4-6 special tests. No lites req. AMA sanct. $15 entry, 7 am start. 551 Miner Rd., Orinda, Ca. (415) 234-6556.

MOTOCROSS
Stockton Frgds., between I-5 and Hwy. 99 on Charter Way. $5 entry, no card req'd. 10:15 am start. PP & OT classes if over 5 entries. B&M Promotions. 209/463-2338.

S.I.R. MOTOCROSS
Seattle Intn'l Rcwy., Seattle, WA. CMC, NMA and CMA cards honored on intro. basis. 100% p.b. to Pros. 206/631-1550.

D-36 SEMI PRO SCRAM.
La Grange Rodeo Grds., 32 mi. E of Modesto, Ca., on Hwy 132. Knobbies recommended. Gates open 7 am, signup and pract. 9-11:30, race Noon. Entry $3.50 1st bike, $2.50 2nd. Westside Eagles MC. 209/883-0206, 529-1620..

D-36 HARE SCRAMBLES
Under 10th St. Bridge, Marysville, Ca. Sign up starts 6 am. Entry $7. Prizes for all finishers. 3rd Annual Thorn Tree Hare Scrambles. 916/673-9681.

SIERRA P.I.T.S. TRIALS
Coalinga, Ca. I-5 to Hwy. 198 W to Gail, R to Derrick, R to Los Galos Rd., L to trials. Start 10 am, entry $3 P.I.T.S. memb.; $4 non-memb. Free camping. 209/935-0544, 935-1008.

S.I.R. MOTOCROSS
Puyallup Rcwy. Park. CMC, NMA, and CMA cards honored on intro basis. 100% p.b. to Pros. New track. 206/631-1550.

BMX
Wofford Hts., next to Dinky Golf Course, Lake Isabella, Ca. Age 6-18. Entry $2.50 mail, $3 post. Mail entry to Yamaha of Lake Isabella, PO Box 958. Lake Isabella, Ca 93240. 714/379-3226.

MOTOCROSS
Rawhide Cycle Ranch, E on Hwy 74, near Elsinore, Ca. Gate open 6 am, prac. 8, race 9. 125-250-Open-PP classes. 100% Ex. p.b. Entry $6, Ex. $10. 30% trophies. 714/595-3844.

CRC MOTOCROSS
Indian Dunes, Valencia, Ca. 3 motos Sptsmn., 2 long motos Ex. All classes, incl. -16, +30, Mini & Women. Cash to Ex., 30% same day brass. Entry $6 sptsmn., $10 Ex., non-memb add $2. Gate open 7 am, race 9:30. 213/830-7519.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, Ca. No points. 3 Sptsmn. motos, 2 long Ex. motos. All classes incl. -16, +30, mini & Women. Entry $6 sptsmn., $10 Ex., non-memb. add $2. Cash to Ex. Open 7 am, first race 9:30. 213/830-7519.

AME MOTOCROSS
Valley Cycle Park, off Hwy. 23 S of Moorpark, CA. Sign up 7-8:30 am, prac. 8, race 9. Mail entry $6, Ex. $12, post $10, Ex. $15. 30% trophies. P.b. to Ex. Memb. req. $7. AME PO 1421, Reseda, CA. 91335. 213/881-5778.

CENTRAL

SHORT TRACK
Muskogee Fgds. Arena, Muskogee, Ok. prac. 1 pm, race 2. Entry $3 Am., $5 Ex. OK Flattrack Racing Assoc. 918/687-3322, 687-3613.

PRO-AM MX
Oak Hill Park, 10 mi. N of Decatur, Tx. on 81-287, off on Mt. Zion Rd., follow signs. $600 purse. Split programs, mini, Women, Sr., & Nov. race at 10 am, Int/Ex at 2 pm. -10 & +60 free, Nov $4, Int. $5. Sr. $6. $3 gate. 817/427-2663.

MOTOCROSS
Aztec, Colo. 6 mi. E of Colorado Springs off State Hwy. 94. Info: (303) 494-7303 D.E. Burgener.

PRO CROSS COUNTRY
Armadillo Motor Pk., Irving, Tx. Hwy 183 to County Line Rd., S 2 mi. $1005 purse. Amateur race 11 am, Ex. race 1:30. 7 mi. track. Amateur pre-entry $7, post $12. Pro $10/$15, pre-entry deadline Nov. 20. Mail to J-R Enterprise, 4400 Bluffview, Dallas, Tx. 75209. 214/357-2200.

December 3

BLM LAND USE MTG.
Las Cruces District Multiple Use Advisory Boards. 9:30 am, in the District Office, 1705 N. Valley Dr., Las Cruces, N.M. 88001. Orientation and discussion of current programs in the District. Those with oral statements should contact the District Manager at the above address at least 5 days prior to mtg. 505/523-5571.

December 4

FOREST SERVICE MTG.
Deschutes Nat'l Forest Advisory Committee. 8 pm, Forest Supervisor's Conference Rm. Review of inventory of Deschutes Nat'l Forest Resrouces. Open to public.

December 5-7

CUSTOM CAR, ROD AND MC SHOW
Earl Warren Shwgrds, Santa Barbara, Ca. 4th annual. (213) 588-1934, 24 hr. info.

December 5

BLM LAND USE MTG.
Folsom District Multiple Use Advisory Board. 10 am, Folsom Dist. Office, 63 Natoma St., Folsom, Ca. Agenda includes summary of programs and status reports on resource programs. Open to the public. Those with brief oral statements should contact the District Manager at the above address, zip 95630. 916/985-4474.

BLM LAND USE MTG.
Steering Committee, Nat'l. Advisory Board. 8 am-4 pm, Room 708, Colorado State Office, BLM, Colorado State Bank Building, 1600 Broadway, Denver, Co. Open to the public. Consideration and recommendations concerning policy. Those w/oral statements should contact the State Director at the above address by Dec. 3. Further info from Mr. G.C. Hinton, 303/837-4481.

AME NITE MX
Indian Dunes, Valencia. Ca. $700 purse, 100% trophies to Sptsmn, double points. Signup 6-7:30, race 8. Entry $7, $12 Ex. 213/881-5778.

December 6

D-36 SEMI PRO SHORT TRACK
Reno Park Sports Arena, 16 mi. N of Reno on Hwy. 395. Championship Series. Indoor 1/10 mi. track. $5 entry, incl. ins., Semi pro $4. Sign up 4:30-5:30, prac. 5-7, race 7:30. 702/972-8376.

INDOOR SHORT TRACK
Josephine Cnty. Fgds., Grants Pass, OR. Signup 5:30-7 pm, pract. 6:30-7:30, race 8. Class "C" tires only. Mini-100 Kids and +30-125-200-250-360cc classes. 506/476-2288.

TWILIGHT HARE SCRAM.
Ponderosa, 15 mi. E of Lancaster, Ca., on Ave. J. 3 pm start, $6 entry. 40% trophies, Durolube finisher contingencies. 3x8 mi. loop. 213/324-4747, 360-9287.

D-36 ANNUAL MTG.
Fairfield Holiday Inn, 9 am. Clubs may secure dates for 1976.

D-36 INDOOR SHORT TRACK
San Jose Cnty. Fgds. Exposition Bldg., San Jose, Ca. Signup 4-6:30 pm, prac. 5, race 7. 100% p.b. to Ex. Entry $4. 415/327-4461.

December 7

D-38 HARE SCRAMBLES
Plaster City, CA. Marked from I-8 and Dunaway Rd. El Cajon MC 16th Annual Coyote Chase. Rider's mtg. 9 am, start 9:30. Entry $7. Approx 90-100 mi. 546 Pepper Dr., El Cajon, CA 92021. 714/448-2191.

SRA FUN RUN ENDURO
California City, CA. Women and -16 C riders, go Sat., others on Sun. 100% brass, decals. Entertainment Sat. nite. Radio and rescue crew. 213/320-1015.

POKER RUN
DeAnza Cycle Park, Sunnymead, Ca. Sign up 8-11 am, hands must be in by 3. Fun, easy course. Trophies and finisher medallions. Entry $5. Saddleback Hillclimbers Assoc. 714/558-0528.

S.I.R. MOTOCROSS
Puyallup Rcwy. Park. CMC, NMA, and CMA cards honored on intro basis. 100% p.b. to Pros. New track. 206/631-1550.

CMC SADDLEBACK
Saddleback Park, Orange, Ca. Gate open 7:30, sign up 'til 8:30, race 9. Entry Jr/Int $7 mail, $10 post. Pro $12 mail, $15 post. CMC lic. req'd. $3000 rid. med. ins. CMC, PO Box 1402, Costa Mesa, Ca. 92626. 714/557-3323, M-F, 10am-3pm.

CMC ROAD RACE
Ontario Motor Speedway, Ontario, Ca. Gate open 7 am, prac. 9, race Noon. Final race of the year. Trophies and money. Prod., GP, Cafe & 4-stroke GP. Mail entry $10, $15 post. Mail entry to CMC, 3407 W. Olive, Burbank, Ca. 91505. 213/842-7433.

RACER'S SWAP MEET
Sears Point Rcwy., Sonoma, Ca., Hwys 37 & 121. Racer stuff only, sports cars, dragsters, road racers, MXers, anything that goes fast. $5 display fee, no space limit, public free. Open 8 am. 707/938-8448.

AMA SCRAMBLES
Pioneer Arena, Oakdale, Ca. S on Pioneer off Hwy. 120, btwn. Oakdale & Escalon. Sign up 7:30-10:30 am, race Noon. $2.50 ride/watch. Semi pro entry $6, 100% p.b. to Semi Pro + $25 added purse. 209/869-1457.

NMA SANTA CLAUS GP
Indian Dunes, Valencia, Ca. Signup 8 am. 45 min. race for all classes, mini thru 125cc. Entry $8 mail, $12 post. Mail entry to NMA, 23301 Ostronic, Woodland Hills, Ca. 91364. 213/340-4704.

D-36 MOTOCROSS
Salinas Sand Pit, Crazy Horse Cyn., 12 mi. N of Salinas, Ca., on Hwy. 101. Signup 7-9 am, prac. 7:30-8:30, race 9. 100cc to Open. Entry $6. Salinas Ramblers MC, Inc.

AME MOTOCROSS
Valley Cycle Park, Moorpark, Ca. $1500 Ex. purse, 100% Sptsmn. trophies. Signup 7-8:30 am, prac. 8-9, race 9:30. Entry $8 mail/$10 post sptsmn. $15/$25 Ex. Mail entry to AME, PO Box 1421, Reseda, Ca. 91335. AME lic. req'd. $4000 med. ins. 213/881-5778.

D-37 MX
Corona Rcwy., Corona, Ca. 2x25 min. motos. Gate open 7 am, prac. 8, first race 9:30. Trophies and results same day. Entry $6, those w/o AMA cd. add $2. CRC. 714/689-6114.

PONDEROSA HARE SCRAM.
Ponderosa, 15 mi. E of Lancaster, Ca., on Ave. J. Championship. 10 am start, $6 entry. 40% trophies, Durolube fin. contingencies. 5x8 mi. loop. 213/324-4747, 360-9287.

D-36 EUROPEAN SCRAMBLES
Plymouth, Ca. Entry $6. First race 10 am. $6 entry, incl. ins. No mail entry. Dirt Diggers North MC. 916/725-6364 after 7 pm.

DRA TEAM RACE
So. side of Galileo Pk., California City, Ca. Limed 17 mi. N of 4/Corners on 395 & from Cal City Golf Course. Start 9:30 am. $200 1st OA team, $100 2nd, $100 1st Nov., $50 1st Sr. DRA pts., fin. pins, SCAT comm., $3000 med. cov. 714/373-4647.

AME MX
Spillway Park, Santa Maria, Ca. U.S. 101 to Broadway offramp to Santa Maria River bed. Sign up 7 am, first moto 9. 100% p.b. to Ex. Entry $6 Jr/Int., $11 Ex. 30% brass, $4000 med. cov. Free camping. 805/937-6171.

MOTOCROSS
DeAnza Park, Sunnymead, Ca., 15 mi. E of Riverside on Hwy. 60 to Theodore offramp. $600 Ex. purse. Gate $3, entry $7, Ex. $10. Signup 7 am, race 9. Moreno Valley MC. 714/653-2633, 735-1301.

PRO MARATHON
Carnegie Cycle Park, Livermore, Ca. Gate open 8 am, prac. 9, up to 200cc race 10, over 201cc at 1 pm. No lic. req'd. $8 ride plus $4 per rider. Money, 3-mi. course. 415/632-9913, 327-4461.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Ca. Start 9 am. Entry $15 Ex., $8 all others. 100% p.b. to Ex. 30% Sptsmn. brass. Sign up 7:30-8:30. 415/634-3328, 634-2086.

MOTOCROSS
Franklin, on Territorial Rd. just out 1 of Eugene, Or. Sign up 10:30-11:30, race Noon. Emerald Racing Assoc. 503-688-1274.

CMC SEMI PRO MX
Action Rcwy., Happy Valley Rd., Turnoff from 99 in S Redding & follow signs. Gate open 8 am, sign up 8-9, prac. 9-10., race 10:30. Entry Pee Wee $4, N/A $7, EX/Pro $15. 6 race series. 100% p.b to Ex. 916/241-1100.

CRC MX
Indian Dunes, Valencia, Ca. Int'l course. 3 motos, 30% brass same day, cash to Ex. All classes, inc. -16, +30 & Womens Div. Gate open 7am, race 9:30. Sptsmn. $6, EX$10. Non-memb add $2. 213/830=7519.

AMC CARLSBAD
Carlsbad Rcwy., Carlsbad, Ca. Gate open 6:30 am, race 9. No mail entry, $6/$12 post. $2 extra non-memb. $3000 rider med. cov. 30% brass same day. 100% Ex. p.b. 714-581-2778.

CENTRAL

MOTOCROSS
Grand Junction, Colo. N of Grand Junction off I-70. Take airport exit N. (303) 494-7303.

MOTOCROSS
Berthoud, Colo. 40 mi. N of Denver on I-25 (Exit 121), double back on access road. (303) 494-7303.

BEGINNERS ENDURO
"Flying P" Ranch, Weatherford, Tx. Farm Rd. 51 btwn. Weatherford and Springtown, W at old red school, follow ribbon. 1st rider out 10 am, approx. 50 mi. Beg., Mini, Couples, Team & Ex. classes. Entry $3 + $5 Toy donation to "Toys for Tots." Sign up at Garrett Suzuki, Bill's Honda or Worlds of Wheels.

December 10-11

BLM LAND USE MTG.
Nevada State Multiple Use Advisory Board. 8 am, Pioneer Inn, 221 S. Virginia St., Reno, Nv. First mtg. of new board, open to public. Oral or written statements may be presented to the board. Requests to be made 15 days before mtg. Carl A. Gidlund, PAO, BLM, Rm. 3008 Federal Bldg., 300 Booth St., Reno, Nv. 89502. 702/784-5459.

December 11-12

BLM LAND USE MTG.
Riverside District Multiple Use Advisory Board. Holiday Inn, 300 W. Palmdale Blvd., Palmdale, Ca. On Dec. 12 the board will discuss the Draft Management Framework Plan for the El Paso-Red Mountain Resource Areas. Open to public. Those wishing to make oral statements should contact the District Manager, 1695 Spruce St., Riverside, Ca. 92507. Written statements may be submitted at the meeting or the above address. 714/787-1462.

BLM LAND USE MTG.
Ukiah District Multiple Use Advisory Board. Ukiah Dist. Office, 555 Leslie St., Ukiah, Ca. Open to the public. Agenda includes King Range Nat'l Conservation area and Cow Mountain land use conflict. Those with statements limited to the agenda should contact the Ukiah District Manager.

December 13

AMERICAN MX FINALS
Anaheim Stadium, Anaheim, Ca. 8 pm. 500cc Intn'l. 250cc Nat'l, 125cc H.S. Ex. Tickets $15 VIP, $10 resvd., $7.50 gen., avail. at Ticketron, Wallichs, Liberty, Mutual Agencies. Info. (714) 635-5000.

D-36 INDOOR SHORT TRACK
San Jose Cnty. Fgds. Exposition Bldg., San Jose, Ca. Signup 4-6:30 pm, prac. 5, race 7. 100% p.b. to Ex. Entry $4. 415/327-4461.

DRA SILVER CUP
California City, Ca. Top point riders by mail invitation. Start time 10 am. 714/373-4647

December 13-14

D-37 LAST CHANCE ENDURO
Randsburg, Ca., limed from Hwy. 395 and Trona Rd. 2 days, 3x40 mi. loops per day. C riders go 2 loops/day. $15 entry, teams add $1 per member. D-37 entry form & 2 SASE to California Enduro Assoc., 8739 E. Faircrest Dr., Rosemead, Ca. 91770. 213/889-4360

December 14

S.I.R. MOTOCROSS
Seattle Intn'l Rcwy., Seattle, WA. CMC, NMA and CMA cards honored on intro. basis. 100% p.b. to Pros. 206/631-1550.

PUERTO RICAN ENDURO
Final event of '75 season. 60 mi. of difficult mountain trails. Entries from U.S. and Canada invited. Welcoming party Friday nite, sailing trip to Muertos Island Monday after event. More info from Glenn Patron, 53 Hostos Ave., Ponce, Puerto Rico, 00731. 809/843-3648.

CRC SANTA CLAUS FAMILY ENDURO
Lucerne Valley, Ca., Camp Rock Rd. 2 easy loops, approx. 70 mi. 100% trophies to minis, women and C riders. 20% to A and B. Start 8:00 am. Family teams free, 2 and 3 man teams add $1 per rider. Mail $10 and 2/SASE to CRC, 7601 Arlington Ave., Suite C, Riverside, Ca. 92503. Post $12. CRC points. (714) 689-6114.

DRA RARE DESERT SCRAM.
Limed 17 mi. N of 4/Corners on 395, also from Cal City Golf Course. Last '75 point run. 0-200 Beg., Beg. PP, Minis — 8 am, 250/Open, Sr. Beg — 9:20, All Nov — 10:40, Am/Ex — 12:20 pm. Fin. pins, $340 cash purse, SCAT comm., $3000 med. cov. 714/373-4647.

WINTER SERIES MX
Sears Point Rcwy., Hwys 37 & 121, Sonoma, Ca. AMA sanct., gates open 6 am. 707/938-8448.

D-37 MOTOCROSS
Valley Cycle Park, Moorpark, Ca. Signup 7 am, Prac. 8, race 9. Entry $6.50. Sil. req'd. Dirt Diggers MC. 213/887-6684.

HILLCLIMB
DeAnza Cycle Park, Sunnymead, Ca., 15 mi. E of Riverside on Hwy. 60 to Theodore offramp. Stock and Mod. classes, no chains. Signup 7-9 am. $3 gate, $6 entry. 714/653-5840, 653-2633.

D-37 EUROPEAN SCRAMBLES
Limed N of Adelanto, Ca., on Hwy 395. First event 8 am. Kramer Hills area. Buzzards MC. 213/798-8159.

AME MOTOCROSS
Indian Dunes, Valencia, Ca. Jr. day special. Special 125-200-Open Jr. classes ride for new 125 Hon., Suz., Yam. Entry $15 mail/$20 post. Also reg. classes, Sptsmn. entry $8/$12, Ex. $12/$15. Mail entry to AME, PO Box 1421, Reseda, Ca., 91335. Sign up 7-8:30 am, prac. 7:30-8:30, race 9. 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Ca. 92626.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Ca. Start 9 am. Entry $15 Ex., $8 all others. 100% p.b. to Ex. 30% Sptsmn. brass. Sign up 7:30-8:30. 415/634-3328, 634-2086.

AMA SCRAMBLES
Pioneer Arena, Oakdale, Ca. S on Pioneer off Hwy. 120, btwn. Oakdale & Escalon. Sign up 7:30-10:30 am, race Noon. $2.50 ride/watch. Semi pro entry $6, 100% p.b. to Semi Pro + $25 added purse. 209/869-1457.

CENTRAL

MOTOCROSS
Cyclerama, South Tx. Pepsi Cola, Barbeque, Chile pie, beer and cash for Ex. Am. pract. 10-11am, race 11:30-2:30. Ex. prac. 2:30-3, race 3:30-5. Chile pie and beer, huh? Urp.

SOUTHWEST CHAMPIONSHIP RR
1975 Central Region Championship. Oak Hill Rcwy., Henderson, Tx. Gate open 8 am. $10 entry CRRC memb., $15 non-memb. Rider ins. Prod., Cafe and GP classes. 512/476-5470.

LONE STAR GP
Green Valley Rcwy., Smithville, Tx. Gate open 8 am, race Noon. Entry $10 mail, $15 post. 100 mi. 125-200-250-360-Open classes. Mail entries to 1305 Brown Trail, Bedford, Tx. 76021. 817/282-2791.

SHORT TRACK
Muskogee Fgds. Arena, Muskogee, Ok. prac. 1 pm, race 2. Entry $3 Am., $5 Ex. OK Flattrack Racing Assoc. 918/687-3322, 687-3613.

December 15-16

BLM LAND USE MTG.
Redding District Advisory Board. 9 am. both days, Hilton Inn, Redding, Cal. Sat. field trip, Sun. orientation for new board. Open to public. Those with oral statements contact the District Manager, 2460 Athens Ave., Redding, Ca. 96001 by Dec. 3. Written statements may be submitted by mtg. 916/246-5325.

December 17

BLM LAND USE MTG.
Yuma District Multiple Use Advisory Board. 10 am, Ramada Inn, 3181 S. Fourth Ave., Yuma, Az. Open to the public. Agenda includes recreation management. Those w/oral statements should contact the District Office. Written stmnts. may be filed with the Board. H. Max Bruce, District Manager, BLM, 2450 Fourth Ave., Yuma, Az. 85364. 602/726-2612.

December 18

EPA MEETING
To consider pollution control regulations for motorcycles. Scope of mtg. limited to answering questions about: proposed certification process, emission test procedure and test equipment. Agenda will be composed of questions from manufacturers, associations and other interested parties. Questions must be received by Dec. 3 at Director, Emission Control Technology Div., EPA, 2565 Plymouth Rd., Ann Arbor, Mich. 48105.

December 19

BLM LAND USE MTG.
Safford District Multiple Use Advisory Board. 9:30 am, District Office, 1707 Thatcher Blvd., Safford, Az. (85546). Open to public, orientation of the Board. Ltd. number of brief oral statements, written statements may also be submitted. Written comments or inquiries to William S. Earp, Dist. Manager at the above address. 602/428-1100.

December 20

D-36 SEMI PRO SHORT TRACK
Reno Park Sports Arena, 16 mi. N of Reno on Hwy. 395. Championship Series. Indoor 1/10 mi. track. $5 entry, incl. ins., Semi pro $4. Sign up 4:30-5:30, prac. 5-7, race 7:30. 702/972-8376.

American MX Finals Scholastic Qualifiers

11/15 Escape Country
Corona

11/16 Spillway
Escape Country

11/22 Carlsbad
Corona
Valley
Escape Country

11/23 Indian Dunes
Escape Country

11/29 Escape Country

11/30 Valley
Escape Country

12/6 Escape Country
(Finals)

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Life is what St. Jude Children's Research Hospital is all about.

This non-sectarian hospital is the largest childhood cancer research center in the world.

Because St. Jude Children's Research Hospital treats all of its tiny patients FREE of all charges, and because of the paramount cost of life-saving research, we must ask for your support.

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Send your special gift now.

Danny Thomas, Founder

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LAST CHANCE ENDURO

TWO DAYS DEC. 13-14

- Three 40-mile loops each day
- Finisher pins—lots of trophies
- Pits located near Red Mountain
- No bottlenecks—No impossibles
- C riders go two loops each day
- Dist 37 card required ($2)
- See Calendar for details
- For info call (213) 889-4360

☆ ☆ **New MX** ☆ ☆
Every Sunday
Elsinore Raceway
Gate $1.00 Race $4.00
714-826-2386 or 714-674-5383

Race Schedule Info: 213-830-7519

Nov. 30 — Indian Dunes (Int'l. Track)
Nov. 30 — DeAnza Cycle Park
Dec. 7 — Indian Dunes (Shadow Glen Track)
Dec. 14 — Rawhide Cycle Ranch
Dec. 21 — DeAnza Cycle Park

CRC

ESCAPE COUNTRY

See a preview to the winners of the American Motocross Finals at Escape Country on December 6th. The High School eliminator and the 250cc Pro race qualifier will be run at 9 am. 200% payback for 250 Pros, prizes for racers & spectators alike.

$1000 Purse MX Dec. 14
Call for info: 714-586-7964

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

GOODWIN

(Continued from page 15)

We went on talking about money, business, love, death and taxes. He complained bitterly about how the government takes 70% of his income, which he calls legalized theft. He went one step further, calling the taxation legalized murder, because the time spent working behind a desk takes away 10 years off a man's life. He emphasized the counterproductiveness of heavy taxation.

Back up the hill, at home base. Mike goes downstairs to his office to make some more phone calls, mostly about his disqualification from the SCCA national. He doesn't know if he'll race or not, and he's especially anxious to find out, since he had just bought a $5,000 racing engine for his Shelby Cobra.

Dinner is served: Elk meat tacos. Mike had shot the entree himself. He tells me he will be going to Alaska to shoot Kodiak brown bear with a .44 magnum pistol. The tacos are really good. Dan Skahill, Mike's protege and radio advertising salesman joins in. Between bites, Dan and Mike talk about sales, ratings, and coverage for the upcoming blitzkrieg ad campaign for the Anaheim event. The discussion slips through my mind, so I chat about something more familiar: sex acts that can be performed with small animals and crustaceans. They don't get it. We're even.

Bob Clampett, Mike's advertising rep, comes in for biz and tacos. Mike breaks out the Oly and booze because today's been good to him, so he's going to whoop it up and boogie tonight.

I remember a doctor's appointment, "At nine o'clock tonight?" "Yeah, he sucks blood." So I leave. I tell Mike I'll see him tomorrow morning. He says for me to take my time because he's going to go out and get bombed.

End Day One.

DAY TWO

The hill is a stark contrast to yesterday: foggy with a hint of sunshine. But that's okay because Mike is grooving. Yesterday was really his day. Everything had gone well, and it even looks like he'll be racing the SCCA national finals at Road Atlanta.

Even though he's still recovering from last night's celebration at Isadora's, Mike does his exercises. He fools with Poo and Lisa, rolling about on the carpet floor with their furry bodies.

After breakfast Mike reads his paper, then hustles down to his office to work. Instead of dealing on the phone like yesterday, today Mike works with his pen, writing important letters that resulted from yesterday's successful deals over the phone. It's strange to see him so quiet for so long. It's almost ominous. I sensed what could happen by day's end.

I wander down to the office where secretaries handle various projects for the Media Max operation. One secretary is checking out survey forms from this year's SuperBowl. Surveys can detect what people like or dislike about the event, so aspects of next year's event can be changed based upon the responses. Originally there were supposed to be 11,000 survey forms to be counted, but most of them were accidentally disposed of by Coliseum personnel. It was a happy accident, one secretary admitted, because it would have been a drag to tally all of them.

Diane asks me if Cycle News has a list of all the National MX winners to make up a riders list for Anaheim. I put my sharp mind to work and call up CN to see if they can help. It's not that easy, they say. Looks like Diane will have to look them up herself.

Steve McLaughlin drops in on Mike. He's a handsome creature. Downright purty, too. He talks business with Mike. Steve has been associated with Media Max for about three years because he likes the way they operate. They have a project involving a scientific study of motorcycle suspensions. It's going to be done with computers, scientists and stuff.

He only talks with Mike briefly because of all the pressing correspondence that has to be sent out today. So I steal Steve away for a while to see what useful dialogue can be extracted from him. We talk about the philosophical and political aspects of motorcycling. I discover not only is Steve a handsome bugger and down right purty, he's smart, too.

Lunch time arrives. Mike and Diane dress up to buy a wedding dress and go restauranting. They leave. Steve leaves. I'm alone to myself. Mike had locked his office. He thought that since I was so persistent in trying to see him, I might get into some mischief.

I look about the living room and conclude that the spirit of living flesh becomes woven into the inanimate materials to create an atmosphere that reflects the essence of the inhabitant. This house is an exhibition of all the facets of Goodwin's life, both personal and public. Since he also invites business associates to the house, it would be expected that Mike would have his house say all the things about him that were left unsaid in a business conversation.

Mike is a chronic overachiever with an overwhelming ego. Everything is done with the same lust for perfection. His driving instinct for the good deal is comparable to a fast moving freight train.

On our trip yesterday, he had said with an authority that I won't argue with, that there are about five or six good promoters worth mentioning, including himself, which he immediately footnoted with the statement that, "I'm probably as full of shit as the next guy." Sometimes he'd say, "I'm *really* full of shit!" And I can't tell if he is truthfully apologizing for his egotism, or if a more subtle game is being played.

Everything that I see in the room sends me the same message: Michael Goodwin is a creature in overdrive. He had once said, "I'm a victim of my own destiny," and that being constantly at work had taken the years out of him. I couldn't agree more. He doesn't look 30 years old; I mean he doesn't look older, and certainly not younger, but he doesn't look 30. He had admitted that he wants to get out of the business by the time he's 40, but I don't think it will happen. I see an ashtray on a table between a copy of *Fortune* and *Cycle World*. It has Goodwin's coat of arms on it with an inscription that says Virtue et Labore, which Mike translated for me, meaning "Hard Work."

What am I doing here? I feel almost devastated by Mike's overbearing histrionics during our taped conversations, striving for the center stage. I resent his overachievements, maybe because I've been such an underachiever myself.

Mike and Diane return with crepes in their stomachs and a dressbox in Diane's hand. I ask where the happy event will be held. Diane says that the wedding will take place here.

Mike goes back down to his office to do more work and write more letters. I follow him down to see what's going on. Mike is a fresh air lover, so he opens up the sliding glass door in his office to let the cool breeze in. He digs it. I'm freezing.

He works on a letterhead idea for his American Motocross Finals. After getting a good idea of what he wants, Diane is called in to handle it. A secretary comes in a while later to give him a letter. Mike complains about the poor quality of work the secretarial staff has put out recently. Letters have to be proof read better. Or else.

Lynne Saunders, Mike's business manager, drops in during the long afternoon to show him a bunch of goodies that a company had done for the Long Beach GP, and now they want to do the same for the American MX Finals. Mike examines the souvenirs closely and comments on their fine quality. Lynne will handle the details. Quiet returns as the tension in Mike's body builds.

I sit there in his office as the day gets older and shorter, waiting for something to happen, because I can sense something almost hostile in the air. I don't bother to ask Mike what the problem is; besides, I'm an easy bleeder.

REX REESE

He makes one last phone call, then heads up the stairs to the living room. Mike gets the exercise wheel and gets down on the carpet to work off the tenseness that had built up. He tells me that certain chemicals build up in the body that create tensions if not worked off. He then rolls the wheel with powerful thrusts, back and forth on the carpet. Randy, an employee, steps in briefly. Mike orders him to get his Husky ready; he's itching for a ride.

After a while we both go up to the garage and check out the bike. The Husky's an old ISDT bike that had been prepared by Rolf Tibblin. It's a 450, and it's powerful. Just seeing the bike gives me all sorts of lusty desires to ride off into the sunset. We both return to the house.

Mike made himself comfortable in his easy chair, and told me his pride and joy has been the SuperBowl, which has been carefully cultivated over the years from a daring promotional experiment to one of the premier motor sports in the nation. He sees further improvement in the future of the SuperBowl and the creation of other stadium racing events through a new organization he calls The Stadium Motorsports Federation, whose purpose will be to provide a body to negotiate for better sponsorship, publicity, and riders for such events.

There are more plans and events in the future that are waiting in the wings of Mike's brainchild. But for the time being, they can wait. His present concern is that he'd like to see more continuity in stadium MX events which would make it better for everybody involved, from spectator to promoter to manufacturer.

He would also like to see some positive changes in the AMA. "The problem with them," he commented, "is that none of them work for a profit; they get paid whether they make money or not." Mike can't see why out of 10 or 20 million riders, only 140 thousand are AMA; but he sees an idea which could give the AMA membership a turn for the better. "If I were AMA, I would negotiate with the factories. Why not discount your membership — or give it away *free* the first year! With the purchase of a bike, have the manufacturer mark it up four dollars and give that to the AMA for the membership."

Another of his ideas, in order to help the continuity of the sport, is to have only one national MX champion. This would be determined by having the best riders from two main classes compete to see who is the best. One would be an "outdoor" class composed of Open class bikes, and the "indoor" class to be made up of 250s. Both classes would be supplemented by a 125 support class. Mike thinks that this would be less expensive for the factories, and would cause less confusion amongst the non-motorcycling press.

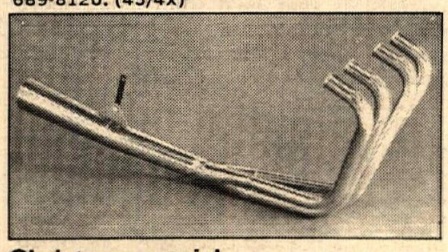
What does Mike see in the future of the motorcycle sport? "I think if we can cut out the petty infighting political problems we have to put up with, and keep people in the industry that have the most to lose or gain, we can sit down and work together. I'm certainly willing to sit down with everyone involved to see how we can best promote it, to see how we can sell more motorcycles, to help make better riders, to help the riders make more money, to make the spectator happy, or whatever — for the total industry. That is why we need a very powerful central body — even a dictatorship — but somebody that considers the marketing point of everything.

"I think that if we can all work together, there is no reason in the world that we cannot have a sport that in any major market we move into, we draw at least 50-70,000 people for a stadium event. Frankly, if we keep it out in the fields, it's going to die away into oblivion. People here are too spoiled, too sophisticated, and there is too much competition for the entertainment dollar. If we recall again that we're producing entertainment, and there are so many benefits that come out of it, let's take advantage of it."

He looked relieved of the burden that had built up inside as he sat in his easy chair. For a moment, Michael Goodwin was at rest. ●

WANT ADS

'73 TA 250 RR
6-speed, top 10 AMA Novice, has everything. Call (714) 689-7059, if no answer (714) 689-8120. (45/4x)



Christmas special
Do you like a good bargain? Sure, everybody does! By selling direct mail to you, the reader. I can save you almost $40 on KERKER 4-1 exhaust pipes for all Honda-4s and Kawasaki Z-1 ($109.95/black, $122.95/chrome). Save $30 on ACTION FOURS for Honda-4s ($99.50/chrome). Save on WINNING PERFORMANCE and J&R exhaust pipes, Barnett clutches, Sebring CDI ignitions, more! Write for information or send money order or check and make, model, year of bike to SPORT SHOP, 2645 FOURTH ST., SANTA MONICA, CALIFORNIA 90405. Shipping extra (California residents add 6% sales tax). (47)

'74, 250 Bultaco
F.M.S. top and bottom, new barrel and Wiseco piston. Much, much more, $700.00 or best. Must sell. (714) 897-5251. (46/4x)

Trick Yamaha 125 MX 1974
Skyway pipe, fork kit, G.P. seat, race ready with many more extras. Must see to appreciate. Call after 5:00 p.m. (213) 656-2209. (47)

ATTEX — ALL TERRAIN VEHICLE — 28 H.P., electric start — If interested write: Bob Mabry — Star Route Box 82-H, Caliente, California 93518 — we can deliver. (47)

'75 Honda TL250
Like new — bought it for wife but she doesn't like it (I do, but can't afford it!) $850.00. (714) 249-3841. (47)

"Mooch deals"
TT 500 Yamahas, $1216.00 out the door. MX 400s, $1295.00 out the door. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California. (213) 587-7244. (47/TFN)

2 Maico 400 — 450cc
1975, 400 MX, $1295.00. 1975½, 450 MX, $1495.00. Both brand new. (714) 535-5000. (46/2x)

"Rokon"
Tustin Honda, 100 North Tustin Avenue, Tustin, California. (714) 558-9393. (46/TFN)

'68 Hodaka 100 Ace
Street bike, good condition. Wife's bike, 1100 miles. Call Dennis after 6:00. $200.00 or best offer. (213) 421-0188. (46/TFN)

'72 DKW 125
Like new, ported, new bottom end, skinny-fat tank, many extras, $450.00. Size 32 blue, Hercules leathers, $35.00. Weekends only! (213) 461-2779. (47)

'75½ Husky 250 GP
Absolutely like new, must be seen to appreciate, $1195.00. (714) 846-0216. (47)

Yamaha 750 flattracker
Pro Junior bike, Champion framed, with all the goodies and in excellent condition. Will deliver, $2500.00. Also 1975 Champion frame, forks, shocks & glass for Yamaha 750, never used, $800.00. Ask for Rudy, Tues.-Sat., 9 a.m.-6 p.m. (307) 638-8301. (46/2x)

Brian Myerscough
NMA Grand National Champion is selling his bikes. Modified YZ 80-B, $650.00 complete. XR100, $400.00 complete, plus many more. (714) 792-2204. (37/TFN)

Trick Hodaka
Fast, many trick items, Webco head, Mikuni carburetor, ported, reed valve, Boges, runs strong, $300.00. (213) 634-0968. (41/TFN)

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Will ship anywhere. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (46/TFN)

TZ750A road racer
Immaculate, two Junior Nationals: 2nd Laguna & 4th Ontario. Nickel frame, $3500.00. (213) 997-1003 or (213) 396-5427. (46/3x)

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Special inventory clearance sale, 3 or 4 rail, $210.00. (213) 633-2411 or (213) 862-8601. (46/TFN)

'71 H-D 900XR, fast excellent condition. Must sell, $1400.00. (714) 531-4909. (47/2x)

'75 KX 125, TRICK IT FORKS, Boge shocks. Like new condition, hardly ridden. See for yourself. Must sell soon. Whittier area. For info call (213) 698-3456. (47)

NEW GAS TANK for 1973 Yamaha 250, $40.00. New 38mm Mikuni, $30.00. (213) 944-8414. (47)

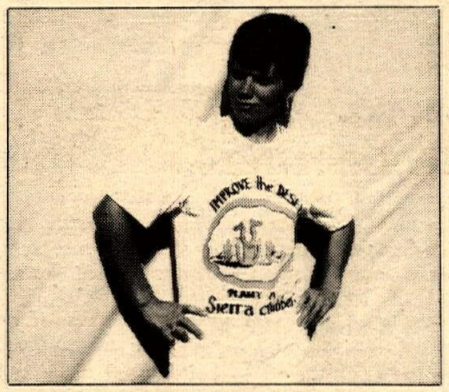
He's in the Army now . . .
My son's bike, Suzuki TS 125. Best offer over $125.00. (714) 892-2043. (47)

15% off on all motocross parts!
G&S Off Road Center offers a minimum 15% discount on products by Moto-X Fox, Torsten Hallman, JT Racing, Bell, The Gold Belt, Bilstein, Girling, Phase Two, Lancer Leathers, Dynamite Denims and many more. California residents save 6% sales tax on top of lowest available prices. Write: G&S at 2453 East 2nd Street, Reno, Nevada 89502 or call (702) 322-5011. (47)

'74 Elsinore
Well taken care of. Asking $525.00. Call (213) 370-6707 after 4:00 p.m. or after 10:00 a.m. Sat. & Sun. (47)

'74 Yamaha 125 MX
Runs excellent, ridden very few times, new tires, Skyway down pipe, new plastic tank & fenders, bars, moved up Boges, fork kit, new seat cover etc . . . $435.00. (213) 459-2196. (47)

Honda CR250 — race ready!
'73 CR250 — moved forward Curnutts, new transmission, D&G pipe, air forks, new tires, two tanks, two pair bars, Pettys, race proven, must see! $585.00 or offer. (714) 839-2667. (47)



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BIKER magazine is for the road riding man. Published bi-weekly by the folks who bring you Cycle News. Free BIKER pin with each subscription. Send $7 for one year of BIKER (26 issues) to BIKER, Box 2610, Long Beach, California 90801. (31/TFN)

"DIAL-A-ENDURO" — Enduro computer, $23.95. *Watch-holder, $9.95 (*Watch $6.00 additional — $1.00 postage and handling.) Lit. 25¢. Bonar Enterprise, 3128 Auburn Boulevard, Sacramento, CA 95821. (42/TFN)

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For sound advice and excellent deal, racers should call Gino (213) 980-7711 — Sundays off! (33/16x)

Call us on our tire prices
(213) 289-5301. (43/TFN)

YAMAHA RD 350 PRODUCTION RACER. 1st place — AMA Regional — Phoenix — 10/25/75. 2nd — Ontario — 8/16/75. 2nd Carlsbad 11/2/75. One of the fastest. $650.00. North L.A. (805) 259-7835. (45/3x)

'75 Maico 250
DIDs, alloy tank, Wheelsmith pegs, fresh top end, like new, $995.00. (714) 846-1708. (47)

'73-11/12 CR250 Honda Elsinore
Like new, ridden only twice this year. Aluminum bars, Curnutt shocks, J&R pipe, & more. $650.00. Eves. (714) 870-1965 or (714) 539-4009. (47)

1973, 250 WR Husqvarna
Very good condition, set up for desert and trail with lots of extras, stored eight months, $600.00. (213) 345-3635. (47)

'72, Maico 250 (you'll like it!)
Fast, good condition, owner went to boarding school and needs money immediately, $475.00. (213) 845-2740 or (213) 242-1645. (47)

"1974" YAMAHA 100 MX, good condition, fast and trick, $425.00. (213) 371-5389. (47)

CZ 400 must sell, best offer
Mikuni, Konis, much more. Perfect condition, only ridden in '73. (213) 472-7762. (47)

3 rail-cycle trailer
Comet, heavy duty tires, good condition, $200.00. Ask for Bruce (213) 472-7762. (47)

CL-90 HONDA — Clean, rebuilt, new Web cam, shocks, tires. Must see — $200.00. Ask for Dave — call after 6:30 p.m. (213) 327-3468. (47)

Very fast 100cc minicycle
Very clean, reed, through pipe, down pipe and many other extras. Must see to appreciate, $375.00. "Great Christmas gift." (213) 675-2222. (47)

'74 TZ 250
Goodyears, front disc, Vesco swingarm and seat, S & W shocks, new bubble, all gearing, some spares. Never crashed, $1700.00. PeeWee Gleason (714) 543-1984. (47)

CR-125 PARTS — T&M pipe, Stage II, $25.00. 30mm Mikuni, $25.00. (714) 544-7108. (47)

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1974, mint, hardly used, very cherry, best offer. (213) 454-9492. (47)

Front wheel — Husky 250 MJ
Complete — Conical hub, backing plate, new shoes and bearing (in box), ridged Akront, no dings, $40.00. (713) 693-3766. (47/2x)

'74, 400 Husky WR 6-sp.
Better than new, 38 Mikuni, Profab swingarm, Koni Elephant shocks, Vesco tank, skid plate, clean and fast. Call now, $895.00 or offer. (714) 633-7644 or (714) 526-6542. (47/2x)

Dunecycle
340cc engine, 2-cyl., 29 horsepower, plenty fast and fun, $450.00. (213) 445-7356. (47)

'75, 125 Elsinore
Stock & reliable, $600.00 or offer. (213) 576-2781 nite. (213) 289-5301 days. Must see to appreciate. (47)

'73 TM-400 SUZUKI, beautiful, extras, $500.00. (213) 255-3914. (47)

'75½ 400B mono, '73 XL250 Hon.
Mono — ridden once (for real), not raced, $1200.00. Honda — Vesco tank, Curnutts, good condition, $450.00. Tom (714) 898-2851. (47)

'71 Bultaco 250 Pursang
A1 — excellent running condition, painted — looks new, forward mounted Boges, dual plug CDI, Maguras, excellent for MX or desert. Must sell, $425.00 or deal. Call after 6 (213) 670-1349. (47)

Specialty welding
G.P. frame and swingarm modifications. Cases welded — Canoga Park (213) 887-1791. (47)

Last great Triumph 500
Beautiful 1973 ISDT Trophy Trail Triumph. Road ridden only, never scratched, always garaged, low mileage, light, quick, reliable. Absolutely perfect. New BMW forces reluctant sale, $995.00. (503) 458-6687. (47)

Yamaha motobikes
$119.95, S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, California. (213) 587-7244. (47/TFN)

400 Penton/KTM
Sell or trade? — Excellent condition. After 6:00 p.m. (213) 329-7951. (47)

'74 Yamaha MX80
Like new, extras, $300.00. (714) 842-9247. (47)

125-185cc'ers, trade up to a 360 Husky. 1972 8-speed for fun, trail, enduro and desert. Speedo, plastic air box, Curnutt shocks. Need bike for wife or sell for $375.00. Days (213) 382-4682, night (213) 387-7473. (47)

'75 Honda Civic CVCC
5 speed, low miles, mint condition. Orange w/trick wheels & tires. Call 8-6 (213) 530-4656. (45/TFN)

Russ Darnell MX Schools Xmas
Vacation. Carnegie, December 20 & 21. Indian Dunes, December 23 & 24. Saddleback, December 29 & 30. $25 per student (two day schools). Learn professional techniques! Ride faster. Gift Certificates available. (213) 367-1722. (44/6x)

'72, 400 CZ
$400.00. (213) 439-1276 or (213) 596-7789. (43/TFN)

$15/30/5 LIABILITY INSURANCE. 12 months rates: 70cc's $24, 250cc's $38, 500cc $60, 650cc's $73, 1200cc's $85, (All other coverages available). (213) 295-2054. California Motorcycle Insurance Agency, Box 92867. Los Angeles, CA 90009. (39/TFN)

Race ready '74 CR-125
Never raced, excellently maintained, Redline swingarm, alum. bodied Boges, air forks, 520 chain, FMF porting and pipe, 32mm Mikuni, plus 2 pipes, radial head and more. $700.00 firm. (213) 374-6088. (47)

'71 HONDA SL 100, $200.00. '74 KAW. mini 75cc, $125.00. '71 DKW 100, needs half crank, $125.00. All dirt only. Ask for Paul only (714) 525-0695. (47)

Motorcycle trailers 4 rails
$300.00 custom built. Chrome-plated trailer hitches installed, $45.00. K&B Welding, 1465 Magnolia, Long Beach, California 90806. (213) 436-0666. (30/TFN)

Metric tap and die set
40 piece tungsten steel set with all the accessories to do most jobs on your motorcycle, $12.50 each. CODs, 50¢ extra. Hilesalu Mfg. Co., 322 N. Lima St., Burbank, California 91505. (213) 842-3280. (47/4x)

'73 Bultaco Alpina 250
Excellent condition, $500.00. (213) 966-8173. (47)

'73 Honda 250XL
3,500 miles, helmet, gloves, tech manual, $575.00. Clean, dependable. (213) 923-5162. (47)

XL350-K2
Tax man commeth! Must sell/ridden once/Cheng Shin 3.50, 4.50/Inter Ams. Phil baby's tax bill is your steal. $1100.00/best offer. (213) 376-9516. (47)

1973, 100 MX YAMAHA, LAYDOWN SHOCKS, new top end, new lower end & rod, new 3.50x18 & chain, ridden by 11 year old, $345.00. (213) 925-4344. (47)

'73 Husky 250 CR
Motoplat, good condition, never raced, $700.00. (213) 566-4335. (47)

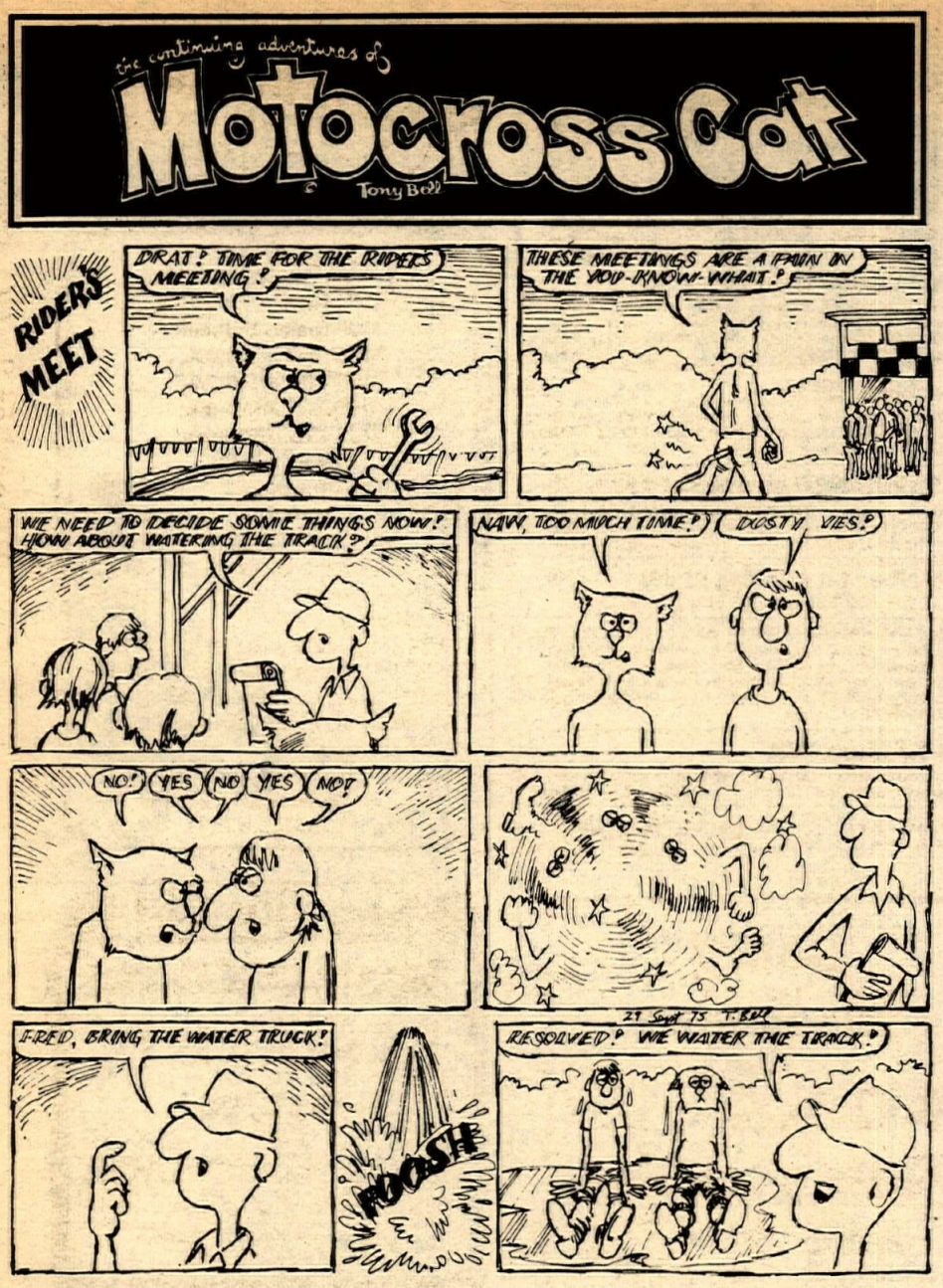
1972 HUSKY 360cc ENDURO. Fast, reliable, many extras, $450.00. 1973 HODAKA Wombat — 125cc, wife's enduro bike, low miles, excellent condition, $400.00. (213) 548-1702. (47)

'73 KTM/Penton 175
Curnutts, J-bars, Mikuni and many, many more goodies. Excellent condition. Excellently maintained. Must see to appreciate! Better than new! With many extras, reliable. (213) 431-7215. (47)

Dyno for sale
Complete with large blower. 20,000 RPM tach, rear axle type (like Webco's), excellent condition. Call (213) 531-1619. (47)

'74, 125 Suzuki, $500
Super clean, runs excellent, complete stock, good bike for wife or beginner. $500.00 or offer. (714) 644-1598. (47)

Late '73 Bultaco sano 125
FMS Konis/Poppy coolers, 8" forks, Bimbo replica GP seat & tank, blueprinted engine, 32 Amal, Cadillac smooth, chayzed tough. See to f------ believe!!! $600/flexible. After 6 (213) 276-6747. (47)



1975 XR-75 modfied Honda
Racing cams, big carb, J.W. pipe, etc. Comes with all stock parts, spotless! $475.00, super clean! (213) 348-9928. (47)

'75, 250 Maico radial
DIDs, internal fork springs, excellent condition, $900.00. (213) 941-9611. (47)

Engine sale
650 Yamaha, $300.00. 350 Honda Four, $300.00. Yamaha R-5, $125.00. Yamaha RD 250, $200.00. (213) 477-4327. (47)

'72 MAICO 400 — 40 H.P. — recent Wheelsmith engine — fast — clean — $525.00. (714) 556-2838. (47)

Must sell, leaving U.S.
'74 Suzuki TC 100, $400.00. '73 Suzuki TS 185, $500.00. Street and dirt / like new / just serviced. (213) 392-6523 or (213) 347-0563. (47)

'74 XL350 Honda, must sell
3000 miles, never in dirt, like new. $800.00/best offer or trade for 427 Chevy open chamber head + $$. (213) 474-1861. (47)

'75 Honda XL-400
Webco cam, ported head, 40mm carb, SK-pipe, laydown Konis, Inter-Am bars, 3.2 gal. plastic gas tank, plastic fenders, skid plate & much more, xlnt. cond., $1500.00 firm. '72 DKW 125 Hornet, ported head, torque chamber, good cond., $225.00. (805) 942-9980. (47)

XR-75, XL-175 Hondas
'73 and '74 XRs. Both in excellent condition, $300.00 each. '75 XL like new, 1200 easy road miles, $750.00. (714) 688-1440. (47)

'72 Yamaha 125 MX
Windsor tank, Inter-Am bars, fork kit, new shocks, Pettys, skid plate, new tires, new top and bottom end. Super clean, never raced, $425.00. (714) 536-9463. (47)

1976 XL350 engine
Brand new — never run — center port head, $450.00. Also extra center port head, $90.00. Call days only (415) 793-7321. (47)

'74 CZ 250 GP
34 Mikuni, Curnutts, 2 tanks, cleansweep pipe, not ridden for over 1 year. Bike is immaculate, $825.00. (213) 370-0663. (47)

TM 250 Suzuki sacrifice
'72, mint condition, ridden under 15 times. Must sell before December 1. Asking $400.00. (213) 761-3918. (47)

'71 Kawasaki 500
Clean, fast and reliable, $550.00. (714) 892-4501. (47)

*360cc MAICO with spare engine. *HARLEY King & Queen seat. * HARLEY front wheel & tire. Make offer. (213) 379-1160 after 6 p.m. (47)

'74¾ CZ 250, $500.00
Like new. (213) 998-0808 Mike before 4:30 p.m. (213) 884-6886. (47)

Workspace wanted
Desperately need workspace for woodworking tools and motorcycle storage and repair in Long Beach area, 250-500 sq. ft. Call Dave, days (213) 724-5683, eves. (213) 430-2581. (47/2x)

Sidecar wanted for BSA Victor
(213) 823-0303. (47)

NEW ALUMINUM BODY Konis, 13½ in. springs, $95.00. 14 in. Konis, springs, $20.00. '72 Husky forks, $45.00 and front hub, $20.00. (213) 363-2608. (47)

'73 PURSANG 175cc. REED, MIKUNI, ported, 75 swingarm, Curnutts, thick seat, 350x21 6 ply, new Filtron, Uni levers, lots more, $600.00. Eves. (714) 842-6357. (47)

'75 Bultaco 125
Excellent condition, stock, $800.00. After 5:30 (213) 352-3581. (47)

'74 Bultaco Alpina 350
1150 miles — immaculate condition — very strong trail/enduro, $800.00. (213) 835-1336. (47)

1974 CZ 400
Ridden 4 times. Bought X-Mas '74. G.P. works porting, G.P. fork springs, ¼ turn throttle, Hoover pipe, 38 Mikuni, Twin Air, immaculate, $895.00. (213) 339-3296. (47)

'71 HUSKY 400cc CR, alloy tank, special torque exhaust, new top end, good rubber, $650.00 or make reasonable offer. Hot to sell! Owner's manual. (213) 645-0919. (47)

'71 Yamaha 100 MX
Completely trick, nothing stock, 250 Kawasaki forks, Metzeler tire, moved up or laydown Konis w/super 100 springs. This bike is great for beginner. $300.00 very firm. (714) 546-4653. (47)

Attention salesmen!!
Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

CR250 Cota 247, $500 each
'73 Honda 250, laid down shocks, new tires, hardly ridden, immaculate condition. '74 Cota 247 trials, alloy muffler, tank, Renthal equipped, Maguras, Dunlops, very sano. (714) 488-4126. (47)

G.P. 450 Maico
Aluminum tank & air box, chrome moly bars, G.P. seat, W/S pipe, W/S pegs, W/S brakes, '76 unbreakable fenders, Magura levers, DID rims, D/M card. mount, titanium bolts, new tires, chain tensioner, new trans., Adolph Weils 8½" cantilevered cooled shocks. Invested $2,900.00, sell for $895.00. (714) 894-3803. (47)

Call us on our tire prices
(213) 289-5301. (43/TFN)

BIKER magazine is rated R for road riding men. Parental guidance suggested. Published bi-weekly by Cycle News, Inc. Be a charter subscriber to BIKER and get a free pin. One year subscription (26 issues) only $7. BIKER, Box 2610, Long Beach, California 90801. (31/TFN)

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal—Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (36/TFN)

THREE RAIL trailer, $125.00 — two rail bolt on frame carrier, $30.00. (213) 889-9544. (47)

TZ750A road racer
Immaculate. Two Junior Nationals: 2nd Laguna & 4th Ontario. Nickel frame, $3500.00. (213) 997-1003 or (213) 396-5427. (45/4x)

CR125 parts — used once
J & R pipe, $30. 30 Mikuni with rear air boot, $20. Radial head, $30. Stock shocks, $15. Also trick Suzuki TM 125, $450. (213) 861-9696. (47)

'74, 125 Honda Elsinore
DG pipe, milled head, Windsor plastic tank, PP fenders front and rear, 29mm Keihin. Must sell!!! $625.00. (714) 829-3028. (47)

Speedway — Woods!
Disgruntled speedway rider wants 360 Husky GP WR — trade for sano ESO, race-ready with all spares, gears, tools, fuel. After 5:30 Dan (916) 489-1993. (47)

*I.S.D.T. Penton 400cc, 1975
Built by the KTM factory for the I.S.D.T. Completely rebuilt, super fast, with extras. Tank & sprockets, $1295.00. Call (408) 259-2735. (46/2x)

Husky 8½" fork kit
Includes dampening rods and fork springs. Late black legs, $48.95. Early black legs, $60.95. Early grey legs, $78.95. Call for order and information. Bill Saltzman's Imperial Motorsports (213) 337-6811. (46/5x)

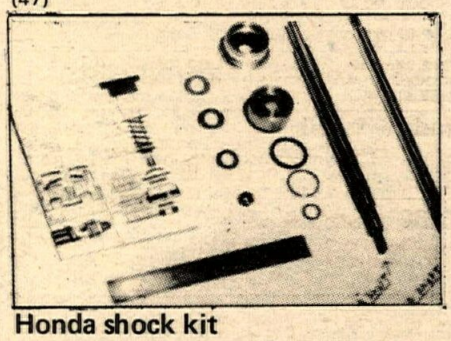
'75 Honda CR 125, $700
Clean, undinged, 32mm Mikuni, 6½ inch rear travel, Boges. Still on original rings, tires. Medical reasons force me out of MX. Evenings, Al (213) 437-5837. (47)

YZ80B
Completely modified. Gyt kit, D&G head, lay down & moved up Boges, ported, manifold, air filter, tires, gotta see. Asking $700.00, will bargain. (714) 274-5783. (47)

Aragon 3 rail trailer
Used 3 times, beautiful condition, $250.00. Eves. (213) 790-2227. (47)

450 HONDA SPECIAL, built in '75. Looks nice, runs great, $550.00. (213) 531-6069. (47)

'72¾ Bultaco Pursang
Unbelieveable condition, '74 GP forks and seat, low miles, fantastic engine, many extras, $500.00 or best offer. Eves. (213) 790-2227. (47)



Honda shock kit
to fit all Elsinores & MT 175 enduro. Specify year, $9.95 each shock. C.O.D. OK. Hilesalu Mfg. Co., 322 N. Lima, Burbank, California 91505. (213) 842-3280. (47/4x)

FOR SALE, for 1974-75 BULTACO PURSANG, front-rear wheels with brakes complete, desert tank, top ignition, handlebars, sprockets, chain. Make offer. Weekends, nights (213) 836-2829. (47)

Mint Penton 250
Completely stock bike ridden mostly by wife. Enduro tank & pipe, gas cantilever Cerianis. See at Eric Jensens' Super Cycle, 2301 W. Colorado, L.A. (213) 256-3327, home (213) 799-0278. (47/2x)

1975 CR 125
Very good condition, ridden very little, all stock, original bore, $650.00. (213) 835-7353 or (714) 897-9745. (47/2x)

'74 Yamaha 250YZ
Bought new this summer, showroom condition, treated with T.L.C. $695.00. (714) 979-9155. (47)

'74, 450 Maico
Lay downs, long travel forks, plastics, DIDs, and more. Gene (213) 338-9682. (47)

'73 Yamaha 125 MX
Fast, clean, never raced, $375.00, dependable. (714) 688-4057. (47)

Trade truck and CZ
Trade '72 Datsun pick up and '72 CZ for late model Volkswagen, or other economy car. Work phone, ask for Loren (714) 752-6787. (47/2x)

Trick '74 Husky 250 MX
Laid down shocks, Reynolds chain, DID rims, excellent condition. (714) 271-1787. (47)

Cycle rugs 24"x34"
Nylon, durable, machine washable, rubber backed. In red, blue, white, yellow, black and orange. Send $8.90 (includes postage) check money order or I'll C.O.D. J's Rugs, 3306 S.E. 166th, Portland, Oregon 97236. (44/7x)

'74 YAMAHA RD200 ELECTRIC. 950 miles, mint, $550.00. (213) 636-2602. (47)

TWO STEVE STACKABLE 1975 factory works bikes, $1700.00. 1 factory works engine, $350.00. (512) 443-2071. (47/4x)

U.S. polished slot mags
2, 10x15s & 2 8½x15 & 4 belted tires L60-15s & G60-15s, all mounted with lugs & caps & locks, $175.00. Fits Chevy & GMC trucks & vans, 5 & 5 bolt pattern. (213) 423-0664. (47)

'75 GP Husky 360 ridden once
$1,350.00 stock and new. Day (805) 648-3268, Night (805) 643-6837. (47)

Alba Bultaco
Vertical chambers up pipes. '74, '75, 250 Pursang, $74.00. Rectangular swingarms, all Pursang, $74.95. ALBA BULTACO, 720 Broadway, Chula Vista, CA 92010. ALBA BULTACO (714) 427-9166. (47/3x)

250 BULTACO '74, excellent condition, sell or trade. (714) 329-9197. (47)

"Mooch deals"
TT 500 Yamahas. $1216.00 out the door. MX 400s, $1295.00 out the door. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California. (213) 587-7244. (47/TFN)

'74 Honda XL 410
Set-up for enduros, Mikuni, special pipe, spark arrestor, Web cam, ported, polished head, lightened rocker arms, aluminum retainers & springs, 8 gauge spokes, 350x21 6 ply new tire, 460x18 knobby, YZ lever assy., lightened frame, special gas tank, '76 lic., street legal, $750.00. (213) 333-7664. (46&3x)

FOR SALE: 1969 Jawa 350 Californian, very good condition, only 8,500 miles, new pistons, rings, bushings, dynamo. Tools, spare parts, oil included. Best offer. Evenings (213) 426-3603. (47)

BULTACO 250 PURSANG, 5 spd., needs piston, leathers, helmet, boots, $200 all. (213) 288-8658. (47)

Sachs 125, need money, $200
Porting, pipe, Akronts, Girlings, Pettys, Koba shift kit, rebuilt engine!! (213) 336-6063. (47)

'73 Yamaha 100 MX
Some mods, good condition, $350.00 or best offer. (213) 941-3854. (47)

Suzuki trail 90
Set up for dirt, new engine, $350. Mint condition. (714) 551-1284. (46)

Aragon cycle trailers
See participating dealers for December specials or call (213) 359-4597 or (714) 530-7340. (43/EOI)

SNELL PIPES available for all bikes, $69.99. Mail order available anywhere. Cycle Products West, 11900 West Pico Boulevard, W. Los Angeles, CA 90064. (213) 477-0997 or (213) 473-7995. (46/4x)

License plates are trick
Get rid of those bumper strips and show a little class. Put one of these plates on your van, truck, car, trailer, whatever. Get more than one. Give 'em to your friends for Xmas. All plates are black on white baked enamel on 6 x 12 inch aluminum. License plates are $3.00 each. Specify design and quantities desired and send with cash, check or money order to: D & L Enterprises, P.O. Box 575, Brooksville, Florida 33512. (47/3x)

Hopetown souvenir
'75 Grand Prix programs still available, 75¢ postpaid. Dirt Diggers M/C, P.O. Box 1559, Santa Monica, CA 90401. (47/4x)

Honda XL350 parts
Front and rear wheels (new), complete forks. Also XL250 crank, trans, head. Complete Maico front wheel (new) with tire, aluminum skid plate. (213) 376-8098. (47)

'74 Penton 250, '71 Rickman
Penton enduro with Konis, $895.00. Rickman with everything by E.C. (213) 420-5390, home (213) 865-4962. (47)

!Your machine!
'74½ Yamaha 175 MX, ready to go, extra 3 gal. gas tank, extra complete 125 MX top end, laid down shocks. Name — YOUR — price. Ask for Jim (213) 925-2921. (47)

'73 BULTACO PURSANG. Showroom condition, reliable, and desert ready. Used as adult playbike, skid plate, skinny fat tank, Trapp silencer. Everything for only $575.00. (714) 983-8973. (47)

NEED baseball equipment for Baja kids. Leave at Invader's pits. (213) 254-1306. (47/2x)

Hindall framed desert Tri

Super trick, super light. A real rocket ship. Titanium exhaust pipes & bars, 5" Curnutts & much more. Over $2,500 invested, sell for $800.00. (714) 675-8745. (47)

'74 HONDA 125 ELSINORE, FMF ported, pipe, head cut, 32 Mikuni, FMS, Boges, brass swingarm bushings, clean. Must sell, $550.00. (213) 377-2010 or (213) 373-8072. (47)

XR-750 Harley Davidson

'72 model engine, just rebuilt, with new bearings throughout. R&W (Barnes type) wheels and brakes. C&J PRECISION frame, 2 extra wheels — all new tires — extra misc. parts. Serious inquiries only. Immaculate condition. SAMMY LAIR (405) 354-3292, OKC, Okla. (47/2x)

Maico forks wanted

Any year. No tweaks. Dave, after 5 p.m. (213) 564-9634. (47)

FMF racers
3 YZ C mono 125s

One w/Maico forks, one w/Marzocchi forks, one w/air oil set-up. All with full FMF mods & products, ignitions, head, carbs, shock mod, tires, 520 chains, big seats. The best of everything. Call 8-6 Mon.-Sat. (213) 530-4656. See at FMF. $1200.00 each or factory team of 3 for $3,000.00. (45/TFN)

AIR FORK KIT CR 125 & MR 175, 1975s, $7.99. Mail order available anywhere. Cycle Products West, 11900 W. Pico Boulevard, W. Los Angeles, CA 90064. (213) 477-0997 or (213) 473-7996. (46/4x)

Super 250 CZ '73

Excellent condition, too many extras to list, $800.00. Call Jeff (714) 529-2921. (47)

Radical Rickman

'71 Rickman with '73 Hodaka Super Rat engine. Fresh bore, reed valve, 30mm Bing, plastic CZ airbox, stuffed crank, Barnett clutch, porting & pipe by R.M. Sanderson. E.C. Birt crossover brake assembly, gusseted steering head. Boges, Trelleborg front, Metzeler rear. Very fast, a proven winner, $595.00. (213) 375-0891. (47)

'75½ Maico 250 GP 5 speed

Ported, lightened piston and crank, Diamond chain, trick pipe, Petty fenders, tuned by Tripes and Holcomb's mechanic, ready to race. Don't miss this one. Sacrifice $1200.00. (213) 991-0676. (47)

'72 Yamaha 250 MX

Excellent condition, must see to appreciate. Gary Jones tank and sidecase — $500.00. (213) 973-4284. (47)

Husqvarna 400, 1971

Fwd. mtd. Konis w/Poppy bodies, '74 tank and fenders. Total engine rebuild 1974, excellent condition, $625.00 or best offer. (714) 642-7918. (47)

'71¾ DKW 125 MX

Bored, milled/high compression, Sunburst head, ported, shift kit, K&G tuned pipe, 28mm carb., plastic tank, fenders & levers, $225.00. (805) 255-0711. (47)

'72 BSA 500 single, $500

Plastic fenders & levers, alloy bars, new knobbies, Filtron, street equipped, lo miles. (213) 285-5918. (47)

'74 Suzuki TM 125

Excellent condition, ridden little. Must sell, $540.00. (213) 287-2825. (47)

'74 Yamaha 250 YZ, $480.00

or take over payments. Slanted Bilsteins, excellent condition. (714) 317-1738. (47)

'73 HUSKY 125 W.R. Barrel and piston — never bored, $100.00. 34 Mikuni with manifold and adapters for '71, 400 Husky, $35.00. (714) 674-5181. (47)

Bultaco parts used

Any year, any model. (213) 896-6209. (46/4x)

Star racer Yamaha 360

All new frame and suspension. Fresh motor with all new bearings and fresh cylinder. Ceriani forks, S&W shocks, extra wheels, solo seat, Trackmaster type gas tank. This shorttracker is like new, only 7 races on this unit. Serious inquiries only. SAMMY LAIR (405) 354-3292. OKC, Okla. (47/2x)

FOR SALE: 38mm MIKUNI carb., only $20.00. Needs some parts. Bill Walters leathers, one brand new chest protector, blue and yellow, only $15.00. (213) 786-3439. (47)

Souped up!

CR 125, Emler pipe and carb., excellent shape, $500.00. (213) 431-2936 after 6. (46/TFN)

HEAVY DUTY ROD KITS, CR 125s, $29.99 or if we put rod kit on your crank, $44.99. Mail order available anywhere. Cycle Products West, 11900 W. Pico Boulevard, W. Los Angeles, CA 90064. (213) 477-0997 or (213) 473-7996. (46/4x)

CZ 250cc, 1970, FORWARD MOUNTED S&W shocks, Mikuni, down pipe, plastic tank, plus all stock parts, excellent condition. Must see, only $325.00. (213) 786-3439. (47)

Help, 250 Elsinore-TM250 Suz

Must sell, broke arm, super cond. CR has many extras, must see to believe, best offer — Also Curnutt 5" shocks & CR 250 forks for sale. (213) 920-2469. (47)

'72 Yamaha 250 enduro

Excellent condition — set up for enduros — many extras. Also street legal, $500.00. (415) 828-0345. (47)

Redline Honda 350

Works Yamaha front end, alloy tank, Mikuni carb, run less than 10 house, $1700.00. Ask for Walt (714) 979-0170 day, (714) 546-0311 eve. (47/3x)

'74 Redline frame Astro

Has won Ascot T.T. and ½ mile. 3 Barnes wheels, disc brake, Cerianis, extra gearing, Posi fuel, can finance. $1275.00. (805) 259-8460. (46/3x)

'74 Grand Prix Maico 250

Aluminum tank, plastic fenders, Metzelers, rims, Diamond chain, Konis. Fast and reliable, spares & extras. $675.00 or best. (805) 259-6577. (46)

Desert winner '74 Husky

6-speed 400cc, fully equipped, excellently maintained, $875.00. (213) 342-8915. (47)

'72 Suzuki 400

36mm Mikuni, .040 over piston, T&M pipe, Vesco tank, xlnt. cond. (714) 893-8143. (47)

Medford, Oregon

'72, CZ 250. Curnutts, plastic tank, $450.00. Unbelievably clean, reliable. (503) 826-4657.

Montesa Ad Agency

Selling company bike — 250 King Scorpion. Universal seals, Filtron, tuned by Peter Lamppu. Fast, reliable, licensed for street. $550 or best offer. Ron at (213) 657-5202, 1-6 p.m. (46/3x)

1974 Jawa 90

Good transportation, $125.00 or best offer. Day (213) 974-3971, nite (213) 661-6618.

Bultaco 175 Pursang '72

Excellent condition — Konis, $395.00. (714) 793-6180. (47)

3497 miles

'73 Yamaha RD 350. Mileage reflects condition. Meford, Oregon. $695.00. (503) 826-4657. (47)

'75 Husqvarna 400 WR

5" G/O Curnutts, D.I.D.s X-4 8 gauge, Vesco tank, bash plate, new Diamond chain and sprockets. Many hours work and care into machine, serious inquiries only, $1025.00. (805) 495-8920. (47)

Cheney BSA 500

Cerianis, Konis, Mikuni, JBR frame. Must sell, $850.00. (213) 399-1760. (47)

'75 CR-125 Elsinore

Ported, Webco head, big chain, Boge shocks w/coolers, air forks, $650.00. (213) 261-6931. (47)

Honda MT 250 '74

Stock, low-mileage, clean, one-owner, $600.00. (714) 328-6987 after 4, Palm Springs. (47)

TZ250 roadracer

Lightened disc, Vesco swingarm, Konis, fresh motor, bike set up by Carruthers. $1800.00 or trade for STOCK '75 RD 350. (602) 967-2803. (47)

Nat. No. 70 factory Norton 750

C & J frame, short stroke, spare wheels & tires, TT pipes, heads, barrels, cranks, pistons, gearing, $2950.00. Call Mark Williams at (days) (503) 747-1033. (47)

1973 CZ 250. STOCK, trailed only, perfect, $500.00. (805) 687-0024 evenings. (47/2x)

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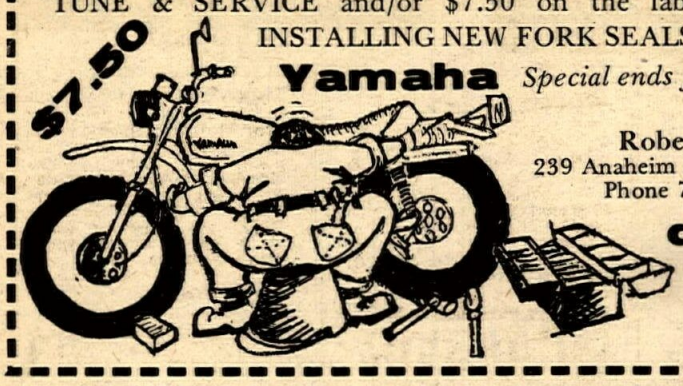

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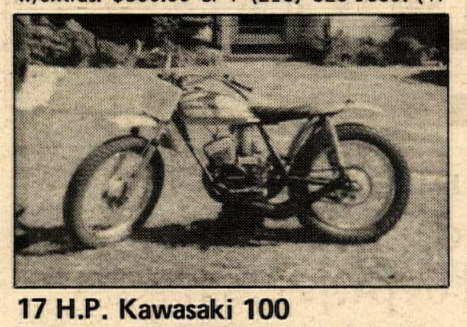

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LaHabra

LEBARD & UNDERWOOD. 321 E. Imperial Hwy.La Habra, Ph: 714/879-8252 or 213/691-0553. Sales, Service, Parts & Insurance. Honda, BMW & BSA. Parts Dept. open Mon-Fri. 9-9, Sat. 9-5, Sun. 11-5.

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HARLEY DAVIDSON OF LONG BEACH. 3654 Long Beach Blvd. 213/426-7101. H-D dealer for Long Beach area. Full line of parts & access. for both Road & Competition riders. Top quality service, fully equipped svc. dept. Open Tues.-Fri. 8:30 to 5:30., Sat. 8-4:30.

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CASEY'S CYCLE REPAIR. Triumph, BSA, Old Harley parts. Complete machine shop. Open Tuesday thru Saturday 9-6 p.m. 10249 San Fernando Rd., Pacoima, CA. Phone: 213/899-9519.

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